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ESTABLISHED 1857

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YOUR GLASSES
ARE THE WINDOWS OF
YOUR PERSONAL APPEARANCE.
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[79

No. 19,662. 第一萬九千六百六十二號 辛酉年五月初六日 HONGKONG, SATURDAY, JUNE 11TH, 1921. 六月十一號 中華民國十年六月十一號 PRICE, $3 PER MONTH.

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12.30 p.m. „ 2.30 „ „ 10 „
2.30 „ „ 5.00 „ „ 15 „
5.00 „ „ 8.10 „ „ 10 „
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(All previous Time Tables cancelled.)

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Stations	No. 1a Local	No. 13 Local	No. 5 Through Express	No. 7 Local	No. 9 Through Slow	No. 11 Local	No. 12 Through Exp.	No. 15 Mixed 3rd Class Passenger & Goods	No. 17 Local	No. 21 Local	No. 23 Local
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	a.m.	p.m.	p.m.	p.m.
CANTON (Tai Sha Tau) dep.			8.00		8.45		7.30				
SHEK LUNG .. .. arr.			9.11		11.20		8.43				
dep.			9.15		11.45		8.48				
Shum Chun .. .. arr.			11.07		2.30		2.40				
dep.	7.34	11.12		8.07	4.30	11.40	2.42	From Hok Ka Sp. 10/10 dep.	1.55	3.03	5.11
Shenngshui .. .. dep.	7.50	—		8.13	4.57	11.45	—	From Hok Ka Sp. 10/10 dep.	2.08	3.08	5.16
Fanling .. .. dep.	7.54	—		8.17	5.03	11.52	—	From Hok Ka Sp. 10/10 dep.	2.20	3.13	5.21
Taipo Market .. dep.	7.45	—		8.27	4.54	12.02	—	From Hok Ka Sp. 10/10 dep.	2.11	3.23	5.31
Taipo .. .. dep.	7.49	—		8.31	5.09	12.06	—	From Hok Ka Sp. 10/10 dep.	2.14	3.28	5.34
Shatin .. .. dep.	8.01	—		8.47	5.14	12.18	—	From Hok Ka Sp. 10/10 dep.	2.26	3.43	5.46
Yuenati .. .. dep.	7.57	—		8.01	5.33	12.33	—	From Hok Ka Sp. 10/10 dep.	2.14	3.58	6.01
Hungham .. .. dep.	7.51	5.20		9.07	5.38	12.41	—	From Hok Ka Sp. 10/10 dep.	2.15	4.03	6.06
KOWLOON .. .. arr.	7.34	5.33	11.42	9.10	5.41	12.44	7.25	From Hok Ka Sp. 10/10 dep.	2.18	4.06	6.09

Sundays only

UP TRAINS.

Station	No. 4 Local	No. 6a Local	†No. 8 Through Express	No. 8a Local Express	No. 8 Through Slow	No. 10 Mixed 3rd Class Passenger & Goods	No. 12 Local	No. 14 Joint Sec. Local	No. 16 Local	*No. 18 Through Express	No. 20 Local	No. 22 Local	No. 24 Local
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	Noon	p.m.	p.m.	p.m.	p.m.	p.m.
Last Ferry (leave) H.K.	6.15	6.55	7.35	8.21	8.45	9.15	10.10	11.55	1.05	1.15	2.55	4.15	6.05
KOWLOON dep.	6.45	7.10	8.07	8.25	9.15	9.50	10.35	12.20	1.15	2.15	3.20	4.55	6.25
Hungham dep.	6.47	7.15	—	—	—	—	10.41	12.24	1.22	—	—	5.01	6.33
Yuenati .. dep.	6.54	—	—	8.32	—	—	10.48	12.31	1.29	—	—	5.08	6.40
Shatin .. dep.	7.06	—	—	8.42	—	—	10.58	12.41	1.39	—	—	5.16	6.47
Taipo .. dep.	7.19	—	—	8.51	10.00	—	11.06	12.47	1.45	—	—	5.23	7.01
Taipo Market dep.	7.23	—	—	—	10.05	—	11.09	12.51	1.49	—	—	5.27	7.05
Fanling dep.	7.34	—	—	—	10.17	—	11.19	12.01	2.01	—	—	5.37	7.16
Shenngshui dep.	7.39	—	—	9.13	10.22	—	11.25	12.06	2.06	—	—	5.42	7.21
Shum Chun arr.	7.43	—	—	9.17	10.31	10.33	11.33	1.40	2.14	—	—	5.50	7.29
dep.	—	—	—	9.34	11.08	—	—	4.21	—	—	—	—	—
SHEK LUNG arr.	—	—	—	10.47	2.32	—	—	—	—	—	—	—	—
dep.	—	—	—	10.56	2.53	—	—	—	—	—	—	—	—
CANTON arr. (Tai Sha Tau)	—	—	—	12.10	5.28	—	—	—	—	—	—	—	—

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Shataukok...arr.	9.45	12.55	3.15	6.55	Fanling ...arr.	8.00	11.15	2.00	5.55

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FOREIGN EXCHANGE.

UNLIKELY TO RETURN TO PRE-WAR BASIS.

Europe's currencies are unlikely ever again to regain their pre-war international values, according to Dr. Henry A. E. Chandler, economist of the National Bank of Commerce in New York. The reason for this, he says in the May issue of *Commerce Monthly*, the bank's magazine, is the radical reduction of the purchasing power of this money. Even the re-establishment of normal trade balances could not alone bring the exchanges back to par, he points out.

"With two or three exceptions there is nothing in the European situation to justify the hope that the present currencies of the former belligerents will return to the pre-war mint parities," Dr. Chandler says. "The actual parity to which present exchange rates tend to conform is, in the case of most of the currencies of the former belligerents, so far below the old mint parity that for purposes of analyzing our present problems the latter may be considered obsolete.

"Gold has practically disappeared from the channels of trade of nearly all important European countries and in its place we find a group of heterogeneous paper currencies, which have been issued frequently in such volume that many of them lack any semblance of stability of value.

"The exchange problem is, of course, extremely complex and even those most familiar with it hesitate to offer explanations of some of its most puzzling details. However, some widely spread misunderstandings arise, not so much from the complexity of the problem as from failure to recognize certain clearly established major elements in the situation. The first step is to point out two principal sources of misunderstanding, viz., our habit of thinking in terms of the pre-war mint parities, and our habit of trying to explain all exchange problems in terms of the international trade balance.

"In measuring the extent of the depreciation by the difference between the pre-war mint parity and the exchange rate many people have been led into serious errors. In the case of most of the currencies the range of possible fluctuations is actually much narrower than such a method of measurement would suggest. The exaggeration of the possibility of those fluctuations has, in some cases, led to a needless degree of uncertainty and, therefore, to placing impediments in the way of normal international trade. Again, in misunderstanding the nature of the post-war parity many people have been led to purchase foreign currencies for speculation hoping that the exchanges would return to the pre-war levels."

Citing the theory of Gustav Cassel, the Swedish economist, that the new normal exchange parity is the relative purchasing power of the currencies, Dr. Chandler continues:

"A large part of the depreciation of the European exchange below the pre-war mint parity, with respect to the United States is to be accounted for by the change in the relative price levels of the several countries. The relation of these new price levels presents a new exchange parity based upon the relative purchasing power of the currencies of the several countries.

"This new parity between the currencies of any two countries has not become stable because the two elements in the parity, viz., the two price levels, have repeatedly changed. Several factors have entered into the changes of the relative price levels, but in our present problem the most important is the continued issue of paper money or other currency in Europe. So long as foreign governments continue to emit new issues in large volume and trade is not increased in proportion, we may expect the price levels of those countries to rise in relation to the American price level.

In other words we may expect the purchasing power in the currencies of the issuing countries to fall and, therefore, the new parity to continue to decline. On the other hand if those countries whose production has been below normal can bring it up to, or increase it beyond, normal and at the same time resist the temptation to issue more currency we may expect the price level to fall and, other things being equal, the purchasing power parity to rise.

"It appears that in the case of several of European currencies the actual exchange rate has remained for a considerable period below the purchasing power parity. Superficially this depreciation may be explained in part by the accumulation of large adverse trade balances that result in throwing upon the market a large number of foreign bills than Americans require for the payment for their imports. In most cases, however, the underlying cause is to be found in a long series of trade restrictions and other obstacles to the free outflow of goods and other values or to obstacles to their importation into other countries. Again, in the case of several countries uncertainty as to the future value of the currencies as well as uncertainty as to future political conditions undoubtedly accounts for a part of the depreciation below the purchasing power parity."

Dr. Chandler emphasizes the point that numerous other factors contribute to the fall of exchange rates below their purchasing power parity, especially the partial disruption of the machinery for financing both importation and exportation, the actual shortage of exportable commodities in certain cases, and the decline in the credit of the nations. Turning again to the trade balance in relation to the old mint parity, he adds:—

(*Continued at foot of next column.*)

"Often it has been assumed that the re-establishment of the normal trade balance would bring the principal European exchanges back to their old mint parity. Nothing of the kind may be expected for the reason that the trade balance has not been the cause of most of the larger depreciations below the pre-war mint parity. The most that may be expected when Europe finally reaches the point where the normal trade balance can become re-established is to bring the foreign exchange rate approximately up to the then existing purchasing power parity, as expressed by the ratio of the price levels."

INTERNATIONAL TRADE.

ESSENTIALS FOR REVIVAL.

The financial section of the London Chamber of Commerce has adopted a report of a committee (presided over by Lord Farrer) on the international financial situation. The terms of reference were three main lines of inquiry (1) the encouragement of British industry and commerce in the face of present adverse circumstances; (2) the rehabilitation of European trade and manufacture; (3) the adjustment of the international debts of the various countries concerned. The report at first sets forth the present state of the exchanges of the world, and shows the effects on trade. The committee go on to say that, assuming that the various exchanges remain at anywhere near their present quotations for some time to come, it follows that it will be difficult, if not impossible, for Great Britain to export any considerable values to the Continent. Before the exchanges can become normal, European countries must export a very large amount of goods of which a considerable quantity must come to Great Britain. Any country doing this can establish for itself credits in the United Kingdom with which to buy our goods in return. As regards the U.S.A. the effects are reversed. The fact that there is no international standard of value at the present time tends to increase the fluctuations of exchanges and to make trade more difficult. The countries which meet their obligations by merely creating paper currency are to that extent depreciating their credit and making the exchanges more adverse to themselves. It will be admitted (the report continues) that the main troubles at the present time are, briefly, as follows:—

(i.) The prevailing poverty and want of purchasing power of individuals in countries affected by the war.

(ii.) The exchanges are at levels outside previous experience, and, in addition, are "all over the place," and constantly fluctuating.

(iii.) The currencies of the various nations are depreciated in various degrees as compared with gold, and inflated by issues of paper, with the result that there is no international standard of value in Europe.

(i.) Trade, so far as it can be carried on at all, is being directed by individuals according to its profitableness or otherwise into entirely different channels from those in which it flowed before the war.

(v.) Many Governments are spending more than their national incomes, and the worst offenders are creating paper currency to make up the deficiency.

(vi.) The nations themselves owe to one another huge advances difficult to repay.

(vii.) The dearth of credit caused by the war and by the nations themselves having borrowed from their own subjects to meet their expenses—e.g., British Treasury bills—and thus employing money in a non-productive way which would otherwise have been used as capital in trade.

Thus we find international trade and home manufactures handicapped in every way—by the abnormality and fluctuations of exchanges, by the state of the currencies employed, by the poverty of the individuals in many countries, and by what money the individuals have being largely borrowed by their Governments and used in a non-productive way. The committee, having examined the situation, have come to the distinct conclusion that there is no one scheme which can possibly be a panacea for the evils of the situation. Economy in non-productive expenditure and a large volume of production are the primary necessities everywhere if trade is to improve. Low costs of production will give the advantage to and will make profitable the industry of any country. Stable currency and steady exchanges will help but will not create trade. Trade needs purchasing power in individuals. It also needs certainty of payment of debts. It must not be forgotten that the level of the exchanges itself tends to remedy some of the troubles by proportionately encouraging exports from the derelict countries. Thus the situation, if left alone, may gradually work out its own salvation to some extent.

There are, however, at the present moment, various schemes for dealing with different phases of the situation and attempting to ameliorate the position, including the Government scheme for export credits and the Ter Meulen scheme. The committee remain of the opinion expressed in their first report to the chamber, viz., that there is no royal road leading direct to stable exchange except honesty and economy in Governments as well as in individuals. Trade, in its essence being exchange between individuals or the aggregate of individuals which form a nation, depends ultimately on credit, or belief that payment will be made on either side. Such a condition of certainty, between nations as between individuals, can only be ensured by conditions of peace throughout the world, which would allow exchange to be steadied, i.e., to form a small part of the trader's or merchant's problem instead of a large one.

CHINESE ONLOOKER AMONG THE BOLSHEVIKS.

MACHINE-GUNS FOR STRIKERS.

THE DEARTH OF FOOD.

China has an Official Observer at Chita, who reports to the Government from time to time on affairs in the Far Eastern Republic. The following translation of his latest report is supplied through Reuter:—

For not having kept a proper look-out among the troops that he commanded, General Eiche, Commander-in-Chief of the forces of the Far Eastern Republic, has been removed. He at first refused to accept dismissal, saying that he had been appointed by Trotsky, and it was not until a telegram had been received from the latter that Eiche left Chita. He then returned to Soviet Russia by special train, taking his staff with him.

Three weeks ago a strike occurred among the railway workers at Chita, owing to their not having received the usual food allowance. As trouble was expected, machine-guns were mounted at places of vantage in the workmen's quarters. The attitude of the workmen was very defiant. The authorities, however, managed to scrape together a quantity of food which was given to the men, and the trouble was thus averted, as the men then returned to work. No secret is made here of the shortage of flour, and of the fact that the population is half-starved. The Government hopes to improve the situation, now that riverine communications have been restored. It is plain that if an improvement does not take place trouble among the workmen may be expected: for the men, although willing to wait a little longer for their wages, cannot carry on without having their hunger appeased.

CHINESE REFUGEES.

Another batch of refugees, 500 in all, passed over the Onon bridge after it was restored. As to the number of refugees still at Verkhne-Udinsk, I am given to understand that there are about 5,000 including those in hospitals. The Chinese Workers' Union, whose local executive consists of Chinese students returned from Moscow, is doing a lot of good work in the matter of repatriating Chinese from Soviet Russia. This Union has no funds whatsoever and the students are themselves poor. They are nevertheless negotiating with the Russian Authorities about getting their countrymen out of Russia. Recently they sent 72 Chinese home without having to pay fares, the Chinese agreeing to work for seven days on the Onon bridge construction without pay, their food being supplied by the railway authorities.

Chinese merchants and traders are receiving good treatment from the authorities of the Far Eastern Republic, and are doing a profitable business, in these regions.

A PROPHET WITHOUT HONOUR.

I can confirm my previous report about the doings of General Chu Lan-ting. When he arrived at Chita he was met by a special guard of honour and an automobile was placed at his disposal during the whole of his stay here. As he had no proper credentials he was not able, of course, to discuss anything officially with the Far Eastern Authorities, nor was he able to commit the Chinese Government in any way: hence the former began to wonder why he had come to Chita and began to make inquiries. They learned that the car-load of flour and other goods he had brought with him belonged to merchants and that it had been sold. Likewise a good quantity of alcohol brought on his car by his servants was seized by the Chita militia, when it was taken from the train, and loaded on a cart, the escort then disappearing. His departure from Chita was not so auspicious as his arrival, for instead of a guard of honour and music he was presented with a bill for railway transport for three cars from Manchuli and one back to Manchuli. General Chu disputed this bill, which was for over $2,000, and it was eventually reduced to $1,000 which he paid. As can well be understood the arrival at Chita of Chinese officials without proper credentials merely creates a bad impression upon the Chita authorities.

EMIGRATION OF FAMINE VICTIMS.

The Office of the Police Commission of Chihli announces that 5,000 more famine sufferers are ready to go to Heilungkiang for the purpose of colonization, and that General Chang Tso-lin, Inspecting Commissioner in Manchuria, has given permission for them to go to that province.

Three batches of famine refugees have already been sent to Heilungkiang and two other Manchurian provinces to colonize. The Office of the Police Commissioner of Chihli, assisted by the Famine Relief Bureau of Chihli and and Shantung, is in full charge of the affair.

The first batch of refugees shipped consisted of 98 families made up by 301 men and women, and 157 children. Every grown-up person was given four catties of grain and $1.20 and every child received two catties of grain and 60.60. Altogether 2,846 catties of *kaoling*, according to the announcement made by the Police Office, were distributed, and the money given to famine refugees amounted to $455.40.

The second batch to Heilungkiang consisted of 75 families or 208 grown-up persons and 131 children. In order to enable them to proceed to Manchuria, 2,051 catties of kaoliang, and $328.20 were given to them by the Police Commissioner. The third batch followed soon afterwards, consisting of 85 families or 257 men and women and 127 children. In connection with their departure for Manchuria, the Police Office distributed 2,403 catties of kaoliang and $384.6 in cash.

These refugees are transported to Heilungkiang at the expense of the local authorities. General Yang I-teh has taken a personal interest in the betterment of their livelihood which is procurable only in the uninhabited rich land outside of Shanhaikwan.

INDUSTRIAL JAPAN.

THE ATTITUDE OF THE WESTERN WORLD.

It used to be the practice in many industrial circles, says the *Times*, in a leading article, to decry German wares for being imitations of British articles. Few recognized that Germany's selection of the best model for her industrial activities was a tribute to British supremacy which, while it made her competition serious in many directions, made her in other directions one of the principal markets for British goods. In the Far East another industrial competitor, Japan, has lately arisen. The Industrial Section published with our *Trade Supplement* contains a full account of the rise of her industries. The story is interesting, for the parallel between the Island Empire of the East and our own is closer than most people imagine. As industrial life becomes more vigorous, the necessity, there as here, for the importation of raw material becomes a matter of growing importance. Though possessing ample stores of coal and rich veins of copper, Japan must perforce depend upon other countries for such staples as wool, cotton, iron ore, and oil seeds. True, she has an asset of great value in sericulture, which has been pursued for so many generations that a section of the community, not unlike the cotton operatives of Lancashire, has developed a remarkable physical aptitude for the work. In this and some other respects the silk industry in Japan corresponds to the cotton trade in Great Britain, though Japan has an advantage in the home production of the raw material. In shipping, Japanese progress has been equally notable. The Japanese mercantile marine ranks third in the world. British seamen have had a large share in the development of its sea-going fleet. Likewise in shipbuilding, in which wonderful strides have been made. British influence has been supreme, many of the principal yards having been originally under British direction, while it is generally agreed that Kobe itself owes much of its greatness to the British colony which established itself there many years ago. As regards the modern use of electricity, the natural configuration of the country and the abundant rainfall create conditions that are almost ideal for the hydro-electrical engineer. Even in the dwellings of the poor on the lonely hillside the oil lamp has been abolished and the electric bulb shines brightly in its place. That is characteristic of the present era in Japan. Hard by the modern factory the agriculturist still tills the fields with the primitive implements of his grand-fathers; luxurious modern motor-cars roll down the wide streets of the principal cities, while, within a few miles, the unwieldy basha and ox-drawn carts are a common form of road transport. The metamorphosis is not yet complete.

What should be the attitude of the Western world toward the phenomenal rise of the Japanese Empire, which includes not only the Islands proper but the vast adjacent territories of Taiwan and Chosen? A narrow view would be one of apprehension not unmixed with jealousy, but a saner estimate of the potentialities of the future takes into account the fundamental fact that prosperous countries alone make prosperous customers. It is impossible for one nation to live to itself, and to progress, while the rest of the world stands still. The advancement of industry in Japan and elsewhere entails the increase of purchasing power. That, we believe, is the spirit in which the more enlightened of the British people will view Japan's progress among the nations, and, without reservation, they will cordially welcome the heir to the Japanese throne, whose forthcoming visit to this country will, we trust, accentuate the friendliness of the relations already existing between two great Island nations.

NAVY DAY AT PORT ARTHUR.

We take the following from the *Manchuria Daily News*, a small sheet published in English, by Japanese at Dairen:—

The sixteenth anniversary of the Naval Battle in the Tsushima Straits was celebrated at the Ryojun Naval Depot by Vice-Admiral N. Nakano, Commanding Officer on May 27th. At 8.30 a.m. outdoor sports were brought off in the yard of the Coast Guard Bardacks. At 11.30 a.m. a sham-naval engagement was started in the East Basin. The shore front was crowded with eager spectators, while gaily-decked treasure-boats, carrying full human freights, sculled about the glassy surface of the Inner Harbour. The Naval band kept playing lively tunes. Then there were masquerade processions promoted by sailors. A miniature model of a warship, 80 ft. in length, was seen in the centre of the East Basin. It was attacked by the fleet of four torpedo destroyers (Minaluki, Uzuki, Nagazuki, and Kokuzuki). Cannonading was commenced on either side. A miniature submarine was seen rushing in from the mouth of the Harbour, and model hydroplanes were flying overhead, throwing down bombs. Anon, a fish torpedo discharged by one of the tropedo destroyers hit the enemy ship and caused a destructive explosion, blowing up the ship into atoms.

REALLY GOOD SPECTACLES

are such a comfort to tired or strained eyes that their value cannot be over-estimated. If your eyes need glasses, they should have the best you can get. That means (1) careful and expert examination; (2) precision in the making; (3) adjustment to a nicety; (4) the best of materials. All the above, the Hongkong Optical Co, Successors to Clark & Co., Manufacturing & Resident opticians the most competent optical establishment in South China, located in 53, Queen's Road Central, offer you. Testing the sight and fitting glasses is their exclusive business.—ADVT. 563

THE MISSIONS TO SEAMEN.

REPORT ON THE WORK IN HONGKONG.

The sixty-fifth annual meeting of the Missions to Seamen was held at 1, Church House, London, on May 2nd, the Bishop of London presiding.

The annual report showed that the Society's total income from all sources at home and abroad amounted in 1920 to £146,015. The ordinary income of the general fund fell short of the expenditure by nearly £8,000. The Committee had decided to effect economies involving a saving of about £6,000 for a full year. Such drastic measures must necessarily mean loss to the sailor in spiritual and social help. It was hoped the curtailment would only be temporary, and an appeal is made to the Nation and the Church to realize fully the need of supporting such a work as the Society fostered throughout all the Seven Seas. The Mission is at work now in 70 harbours round the British Isles and in 51 ports abroad. It has a fleet of 67 mission vessels and boats, and a staff of 77 chaplains and 232 lay-readers.

With regard to the year's work at Hongkong, the report states:—"The second year's report of the Rev. G. T. Waldegrave as our Chaplain at Hongkong chronicles an advance even upon the progress which he recorded last year. The chief question at the moment is that of our future Institute, which must be built in an equally suitable place when the Praya Reclamation Scheme is put into operation. This will necessitate much care and wisdom of choice, but we know that we have the sympathies of the Colony. At a public meeting held on December 2nd, 1920, under the presidency of His Excellency the Governor, Admiral Sir A. L. Duff, K.C.B., officially characterised the work which Mr. Waldegrave was doing at Hongkong as excellent; while a notable resident, Mr. G. T. Edkins, said that "The Seamen's Institute was a model little Institute of its kind, and did a great deal of good work, both for the men of the Mercantile Marine and for Service men." Such local and official testimony cheers us, and emboldens us to go still further in our efforts to cater as fully as we can for the welfare of the sailormen at Hongkong. In itself an important port, Hongkong is the main base of the China Flotilla, and every ship comes for refitting at least once a year. With the continued goodwill and sympathetic co-operation of those who have been our good friends in the past, we view our future in the port with a feeling of hopeful confidence."

The Bishop of London said they were met to back up, support, and relieve from further anxiety one of the most popular and much-needed Missions in the whole Church of England. We owed a tremendous debt to our sailors. It was not too much to say that we were not only defended but saved by our sailors during the War, not only by the efficiency of the Grand Fleet, but by the marvellous energy and perseverance of those who, despite terrible conditions, brought food to our shores. We could repay part of the debt by supporting the work carried on by the Missions to Seamen all over the world. Its ideal was to see that in every port of the world British seamen should find a friendly hand stretched out to them, and a British voice to speak to them. It supplied them with good books and papers to read, and provided Seamen's Churches where they could find the simple services their souls desired.

Archbishop Lowther Clarke, lately Archbishop of Melbourne, expressed his pleasure in bearing testimony to the great work done by the Society in England and especially in Australia. The story of the work in Melbourne was one which reflected great credit upon the Society, its leaders, and its method of working. It was not a young or untried society, and was accumulating experience which was of the greatest possible value. Work amongst seamen was a special kind of Church work for which the ordinary clergyman was not fitted, as he was not trained for the task. The Missions to Seamen had for a long time been engaged in training men, giving them experience in the work, and then sending them out as fully equipped and accredited agents of the Society. Since it reorganised the work in Melbourne, it had grown in public interest, and they now had one of the noblest Seamen's Institutes in the whole world. People who had seen the work out there said the Church of England knew how to do it and they would help them do it by supporting it in every possible way. As long as the Society could send out such efficiently trained men the work of the Mission to Seamen would prosper in any port of the world.

The Rev. H. H. Coryton, Chaplain for Rotterdam, laid great stress upon the personal touch. Instead of looking for

(Continued at foot of next column.)

THE DRAGON FESTIVAL.

BOAT RACES AT YAUMATI.

The boat races held annually on the fifth day of the fifth moon of the Chinese year took place, this year, in aid of charity. All those concerned concentrated on one central race meeting, and the Kwong Wah Hospital and the fund for a new hospital at Wanchai should benefit considerably. The races took place outside Yaumati typhoon shelter, the long breakwater marking off a conveniently straight course, three-quarters of a mile in length, and also providing a convenient viewpoint for spectators. The majority of the onlookers, however, came to the races in launches and sampans, and these, anchored in line, formed the other margin of the course. On the breakwater—a far more massive construction than it appears, say from the Peak—a long matshed had been constructed, with wooden slats for seats, but not many Chinese used it; perhaps they have learnt to distrust matsheds. But if they *will* burn joss sticks in such places, they are liable to give the fire god the idea that he is expected to make a demonstration.

Was it a mariner in the Far East, one wonders, who first started the sea-serpent story? It is conceivable that such an one, coming, at nightfall, upon a Chinese Dragon Festival, some few hundred years ago, might have brought home a weird tale of a dreadful creature with an awesome head and long tail, and legs like a centipede, which pursued his vessel, with fearful bellowings, and at a surprising speed. That is the impression these craft might give, in a more credulous age than this. They are low in the water, with a long "stream line" beginning at the dragon figure head and continuing to a "tail" a little above the water at the stern. As many as 22 men were to be seen paddling a single craft (it is said that some are larger) and in the centre a man beat a gong to time the strokes.

It would be interesting to know the times and distances, but it certainly seemed that 22 men with paddles, in such a craft, could not approach the speed of a University "eight" at home, with their light and buoyant craft. Having come down the course at their best speed—to the accompaniment of crackers fired by enthusiastic supporters—the crews toiled back again to the starting point, though there were plenty of launches about that could have taken them in tow. Presumably, though, a fresh crew was installed for the succeeding race.

Three or four crews took part in each race, starting level. One would be inclined to suggest, to any returned Chinese graduate, that he might recommend to his countrymen an adaptation of the Cambridge University Bumping Races, as likely to provide more entertainment for the spectators.

The races will be continued to-day. The following places are represented: Wanchai, five boats; Causeway Bay, four; Shaukiwan and Poo Tai Island, three; Tai O, two; Aberdeen two and Cheung Chau, two. Tiffins and night meals are provided for the crews by the organisers, and practically speaking each boat will involve about $70 in expenses. The committee, having decided to donate the nett proceeds of refreshments and admission tickets to the Kwong Wah Hospital and the proposed Wanchai Hospital, expenses on prizes have been strictly curtailed, the trophies consisting of triangular flags with suitable inscriptions.

The following are the officials.—General Committee: Messrs. F. H. Kew, D.D.S., A. King, Koon Tai, Cheung Yuet Hung, Hung Ying Chi, Fung Tai, Li Fung Shan, Wong Fun and Lau Ching-hin.

Judges: Messrs. F. H. Kew, Koon Tai and Fung Tai.

Starter: Mr. A. King.

Clerk of Course: Mr. Wong Fun.

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numbers they wanted to look out for the individual. Sailors had to face such terrible temptations, particularly in ports abroad, that they should do all they could to help them. They should make their services as reverent and beautiful as possible, adapting them to the needs of the men. Sailors had given us of their very best, and we must give them our best. The Church should get down to the sailors. These men did not want patronising, but they did want us to come down alongside of them.

Mr. J. Havelock Wilson, M.P. President of the Merchant Seamen's League, was unable to be present, and speak owing to illness, but he sent a message wishing the meeting success, and saying that no one appreciated more than he did what the Missions to Seamen had done for merchant sailors.

HONGKONG'S WAR MEMORIAL

A MODEL AT THE ROYAL ACADEMY.

It will be news to the public of Hongkong to learn that a "model of the War Memorial for Hongkong" has been exhibited at the Royal Academy of Arts at Burlington House. We learn from a London contemporary that it was sculptured by F. W. Pomeroy, R.A. It consists of a female figure draped in a long flowing robe and wearing a breastplate. The head carries a laurel wreath; the left hand rests on the hilt of a sword which has the point resting on the ground, whilst the right hand grasps a sprig which is held aloft. On the front of the base of the pedestal is the traditional laurel wreath, whilst on either side are sheaves of corn sprayed to left and right and tied with ribbons in the centre. The platform is seemingly intended to be of white marble, on which is a black design and border. The model is placed in the Architectural Room, on the walls of which are many drawings of war memorials. Not far away in the Central Hall is the heroic size statue of "Victory" which is the model of the statue on the Hongkong War Memorial.

All the war memorials the public of Hongkong has hitherto heard about were "a simple and dignified monument" on the finest site which it has been understood would take the form of a replica of the famous Cenotaph at Whitehall, and in addition a Club building for naval and military men and civilians. There has been no public announcement of the result of the appeal which was made for subscriptions towards these objects which are the only memorials which have received any sort of public approval, and this news from London of a model of a female figure draped in long flowing robe and wearing a breastplate is the first we have heard of any change in the plans.

ROBBERIES WITH VIOLENCE.

IN A SHOP AND ON THE HIGHWAY.

A Chinese shop assistant had an unpleasant experience on Thursday. He was walking towards West Point, on the Pokfulum Road, when three men attacked him. One held something at him and threatened to shoot him with "this revolver." The others seized him, gagged him with a sock and bound him to a tree. They stole $15 from him and left him there. Later on, he managed to loosen the gag sufficiently to cry out and a passer-by released him.

In Yaumati, late on Thursday evening, a shop in Shanghai street was held up by four men, three of whom had revolvers, and the other a knife. They terrorised the shopkeeper and his *fokis* and got away with nearly $70.

THE ANGLO-JAPANESE ALLIANCE.

A CANADADIAN OBJECTION.

Speaking in the Dominion House of Commons on April 27th Mr. N. W. Rowell, formerly President of the Privy Council and member of the Imperial War Cabinet and Imperial War Conference in 1918, made a speech, in the course of which he declared in favour of the non-renewal of the Anglo-Japanese Alliance in order to promote better relations with the United States.

The *Montreal Star* criticises the "gratuitous advice given in the Dominion Parliament by Mr. Rowell to the coming Conference that it should discourage the renewal of the Anglo-Japanese Alliance lest the American people might regard it as an unfriendly action." The paper continues:—Suppose Great Britain were to refuse to renew the Japanese alliance, it might be almost impossible to prevent that action from falling upon the sensitive Japanese cheek like a blow. Japan would be roughly hustled out of the circle of British friends. Where should she go? Does she look to you like a Power which would stand abuse and patiently accept the bitter wages of isolation? Or do you imagine she might turn to the protector of Soviet Russia, possibly as the champion and beneficiary of the Soviet's effort to rouse China and India, the spearhead of an Asiatic Monroe movement, and ultimately, perhaps, as nurse and emancipator of Germany!

AN AIRSHIP FOR JAPAN.

The first airship built for the Japanese Government was launched by Vickers on April 27th from their airship shed at Barrow. She is of the sea-scout class, carrying one gondola and a mall crew. The ship made a satisfactory trial flight, carrying several Japanese officers. With a speed of 55 miles per hour, the craft is 275 ft. long, and carries a crew of five. Being non-rigid, it can be deflated and transported anywhere.

GREAT BRITAIN AND CHINA

EIGHTY YEARS OF FRIENDSHIP.

His Excellency Chu Chi Chien, the Chinese Envoy, after his reception by the King at Buckingham Palace, on May 2nd, visited the Foreign Office, where he was received by Sir Eyre Crowe and Sir William Tyrrell, in the absence of Earl Curzon of Kedleston, who was present at the meeting of the Supreme Council. Later his Excellency attended a luncheon which was given by the Government in his honour at the Carlton Hotel, at which Mr. Edward Shortt, the Home Secretary, presided. The company included Viscount Bryce, Sir Eyre Crowe, the Chinese Minister, Lord Muir-Mackenzie, Mr. H. A. L. Fisher, Sir William Tyrrell, Mr. Cecil Harmsworth, M.P., and Mr. Alfred Spender.

The Chairman welcomed his Excellency Chu Chi Chien as an exponent of the great traditions of China, and said the British Government would do its utmost to assist him in his mission. Both China and Great Britain had traditions of stability that would help them to pass through all their troubles. His Excellency had done much to bring East and West together and for the progress of the world.

His Excellency, in acknowledgment, said he was happy to have an opportunity of meeting so many distinguished gentlemen. He wished he could express in English the pleasure that occasion had given him. During all the years of service in China he had always cherished the desire to visit this country. The impressions he had received already went far to confirm the pleasure so long anticipated. The British Government, he said, had been good enough to make arrangements for him to see some of the historic places and industrial and educational centres of this country, and he was confident that he would have a good deal to learn and carry away with him to China. He was pleased to hear from the Home Secretary of the readiness of the British people to place at the disposal of China the scientific knowledge and technical skill so essential for the development of commerce and industry. The fact that those British engineers and experts already engaged by the Chinese Government had proved so helpful in that direction enabled him to appreciate the offer of friendly assistance. "The desire to foster the friendliest relations between the Chinese Republic and the British Empire is fully shared by my countrymen," concluded his Excellency. "For over four score years China and Great Britain have been firm friends, and the fact that we have so many common interests between us has only served to strengthen the bonds of friendship. During this period there have been a number of striking monuments of successful co-operation, and these will illumine our path for the future."

MALTA'S NEW CONSTITUTION

MALTA, April 30th.

In the Hall of St. Michael and St. George this morning the Governor read the Letters Patent granting self-government to Malta.

They follow the lines laid down in the draft of May, 1920. With regard to religion, full religious liberty is recognized, but in a covering dispatch it is suggested that the local Legislature at its first meeting should declare Roman Catholicism the State religion. The portion of the draft dealing with the language question has been altered in place, with reference to the Law Court. It is now laid down that not only English people, but any person who is not Maltese, may be tried in the English language.

The Constitution comes into force on May 16th, and the elections for the Legislature and Senate will be held with the least possible delay. Great enthusiasm was shown at the morning's proceedings; the National Anthem was sung, and cheers were given for the King and Lord Plumer, the Governor.

GIFTS FROM CHINESE FOR THE KING.

DISTINGUISHED CHINESE VISITOR.

His Excellency Chu Chi Chien, who arrived in London on Saturday, April 30th, went to Buckingham Palace on May 2nd in order to present to the King the autograph letter from the President of the Chinese Republic, and also to offer for the acceptance of their Majesties a number of presents from the President. His Excellency was accompanied by the Chinese Minister and by Mr. Archibald Rose, His Majesty's Commercial Attaché in China, who speaks Chinese. The visitors arrived in two cars, and were driven to the Grand Entrance in the Quadrangle. On alighting they were conducted with great ceremony to Room 44.

The King received his distinguished visitor very graciously, as also did the Queen. Among those present were Sir William Tyrrell, of the Foreign Office, representing Earl Curzon of Kedleston, who was detained at the Allied Conference, the Earl of Lucan, Lord-in-Waiting; the Hon. Sir Derek Keppel, Master of the Household; Major-General Sir John Hanbury-Williams, Marshal of the Diplomatic Corps; Major the Hon. R. Molyneux, Groom-in-Waiting; Sir Charles Cust, Equerry-in-Waiting; and Lord Claud N. Hamilton, Deputy Master of the Household.

The Chinese Minister presented his Excellency Chu Chi Chien, who proceeded to deliver his President's autograph letter, and to offer the President's gifts to their Majesties. The gifts, which were very valuable and beautiful, were cordially accepted by the King and Queen, who will make return gifts to the President, and there will also be a letter from his Majesty in acknowledgment of the communication delivered by his Excellency Chu Chi Chien.

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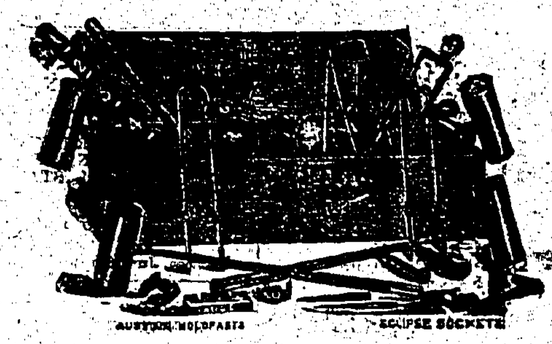

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HONGKONG. 97

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"HERCULES"

TENDERS are invited for the purchase of the above-named vessel with Engines and Boilers and various spare stores.

Tender forms will be issued on application to the undersigned.

Tender forms to reach the Ordnance Office, not later than 12 NOON, JULY 12TH, 1921.

The vessel is now lying at R.A.S.C. Pier and can be viewed on production of form of tender to the Officer in charge Transport, R.A.S.C.

Particulars of the vessel are:—

Steam vessel.		
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Displacement Tonnage	...170.	
Horse Power ...	...350.	
Knots	... 10.	

Working pressure per sq. in. 150 lbs.
Engines by Cox & Co. Falmouth.
Vessel built at Falmouth.
Construction of vessel. Wood up to water line, iron plated above.
Approximate carrying capacity:—
25 Tons or 100 Passengers.
E. G. SPINKS, Captain,
Ordnance Officer.
...C. Depot,
...een's Road East
[1046

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"DELTA"
Arrived Hongkong, on June 10th, 1921.
FROM ANTWERP, LONDON, MARSEILLES, PORT SAID, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS.

All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO.
Agents.
Hongkong, June 10th, 1921. [1047

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer
"YANGTSZE"
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 10th June.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 16th June, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 30th June, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, June 10th, 1921. 1048

VEREENIGDE NEDERLANDSCHE SCHEEPVAART-MAATSCHAPPIJ
(UNITED NETHERLANDS NAVIGATION CO.)
HOLLAND-OOST AZIE LIJN
(HOLLAND-EAST ASIA LINE).

NOTICE TO CONSIGNEES.

FROM HAMBURG, ROTTERDAM, LA ROCHELLE PALICE, LISBON, GENOA and SINGAPORE.

THE Steamship
"BRIELLE"
having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 17th June, 1921, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 16th June, 1921, at 10 A.M., by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bill of Lading will be countersigned by
JAVA-CHINA-JAPAN LIJN,
General Agents.
Hongkong, June 9th, 1921. [1049

INTIMATIONS

IMPORTS AND EXPORTS OFFICE.

NOTICE.

THIS OFFICE will in future be Entirely CLOSED on SATURDAYS at 1 P.M.
N. L. SMITH, Superintendent,
Imports and Exports.
Hongkong, June 9th, 1921. [1010

NOTICE.

MY Connection and Responsiblity in the Company of MANNERS & BACKHOUSE, LTD., Ceased as from May 20th, 1921.
JAMES H. BACKHOUSE.
1041

KOWLOON-CANTON RAILWAY.
(BRITISH SECTION).

NOTICE IS HEREBY GIVEN that on and from MONDAY, the 13TH JUNE, 1921, HUNG HOM STATION will be CLOSED to the Public.
By Order,
H. P. WINSLOW,
Manager.
Kowloon, June 8th, 1921. [1037

HONGKONG JOCKEY CLUB.

LARSEN SUBSCRIPTION GRIFFINS.

MEMBERS wishing to Subscribe for one or more LARSEN SUBS. for the Official Meeting 1922 (if obtainable at about the same price as last year—i.e. $300) will please apply in writing to the Undersigned, or sign the Lists, posted in the Hongkong Club, Jockey Club Stables and the Coffee Room at the Race Course.

As owing to Political troubles in Mongolia there may be difficulty in obtaining ponies, an early application is considered advisable, and it is proposed to close the Lists on JUNE 23RD.

H. BIRKETT,
Clerk of the Course.
Hongkong, June 9th, 1921. [1045

HONGKONG JOCKEY CLUB.

THE next GYMKHANA is fixed for JUNE 25TH, 1921.

Draft Programmes and Entry Forms may be obtained at the Race Course, Hongkong Club, Causeway Bay Stables, and the Office of the Jockey Club in Hongkong Club annexe.

Entries CLOSE TUESDAY, 14TH JUNE, but it is requested that they be sent in earlier if possible.
[1042

"THE BRITISH LEGION."

A GENERAL MEETING will be held in the CHAMBER OF COMMERCE ROOM, CITY HALL, at 5.30 P.M., on MONDAY, the 13TH of JUNE, of those who attended Major-General Sir G. M. Kirkpatrick's Meeting of Ex-Service Men on April 21st, 1921, and signified their intention of joining "THE LEGION", and of those who have since joined. To receive the Report of the General Committee appointed at that Meeting.
Hongkong, June 8th, 1921. [1034

INDO-CHINA STEAM NAVIGATION CO., LTD.

THE FORTIETH ORDINARY GENERAL MEETING of the Company will be held at the Offices of the General Managers, Messrs JARDINE, MATHESON & Co., LTD., Pedder Street, Hongkong, on WEDNESDAY, 15TH JUNE, at NOON, for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 29th June, both days inclusive.

By Order of the Board,
JARDINE, MATHESON & Co., LTD.,
General Managers.
Hongkong, May 26th, 1921. 1030

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LTD.

CERTIFICATE No. 4372 for 12 old silver shares Nos. 14857/68 now converted into 60 Gold Shares in this Society standing in the name of REV. WILLIAM ROBERTS BEACH (Deceased), late of READING, has been LOST, and if at the expiration of one month from the date hereof the above document be not forthcoming the same will be deemed cancelled and of no effect, and a Certificate for the 60 Gold Shares will be issued in its stead by the Society.

C. MONTAGUE EDE,
General Manager.
Hongkong May 24th, 1921. 1034

ST. JOHN'S CATHEDRAL.

THURSDAY,
JUNE 16TH,
AT 9.15 P.M.

ORGAN RECITAL

Vocalist:
MISS JEAN LOWSON.

[1043

PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for
Boxes CK, KX, LM, LN, LR, LU, LW, MA, 50,

WANTED.—FURNISHED FLAT without Board by Young Married Couple without Children by 1st July next. Apply Post Office Box 287. 79

TO LET FURNISHED.

FROM June 24th to October 4th. No. 22, PEAK.
Apply—
G. M. HARSTON,
Hotel Mansions.
[1031

WANTED.

ENGINEERING, MACHINERY, & HARDWARE ASSISTANT (Chinese) for outport Agency. Must be good Salesman. Permanent position. Good prospects for energetic man.

Apply giving Age, full particulars of Experience and Salary expected to
Box No. 1035,
Care of *Daily Press* Office.
[1035

G. R.

ON HIS MAJESTY'S SERVICE.

TENDERS are invited for the supply of Carpenters, Caulkers, Platers, Plumbers, Painters & Scrapers, and Leatherworkers to H.M. Dockyard.

Forms of tender can be obtained at the Office of the Chief Constructor, H.M. Dockyard, Hongkong, and should be filled in and returned as indicated in Tender Form, not later than NOON, SATURDAY, the 18TH JUNE.

J. J. KING-SALTER,
Chief Constructor.
Hongkong, June 8th, 1921. [1038

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"KWAISANG"
having arrived from the above ports, Consignees of Cargo, by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 12th June will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., LTD.,
General Managers.
Hongkong, June 6th, 1921. [1032

S.S. "PAUL LECAT"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLES in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed, and stored at their risks, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 12th June, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 15th June, or they will not be recognized.

All damaged packages will be examined by Messrs. Goddard & Douglas, on SATURDAY, the 11th June, at 10 A.M.

No Fire Insurance has been effected.

R. RODENFUSER,
Acting Agent.
Hongkong, June 7th, 1921. [1025

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"KIDDERPORE"
Arrived Hongkong, on June 8th, 1921.
FROM BOMBAY and STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From Persian Gulf ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO.
Agents.
Hongkong, June 8th, 1921. [1039

INTIMATION

OLD

BROWN

BRANDY.

25 Years in wood.

Specially selected for

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.

Telephone 616.

11

HONGKONG OFFICE: 10A, DES VOEUX RD., C.
LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 11TH, 1921.

COMMERCE BY AIR.

It is interesting to learn on the authority of General Sir FREDERICK SYKES, the Controller-General of Civil Aviation in the British Air Ministry, that the Government is trying to put Aviation on a commercial footing, "because it will tremendously advance inter-communication, especially within the Empire." The progress made in this direction since the war strikes us as being disappointing. An Air Service between England and the Continent has been maintained, but we find one of the authorities on the subject writing: "If the Anglo-Continental Air Service is to proceed in a healthy way, the Government must come forward either with some sort of guarantee, or else, as substantially in the case of cables, with a material subsidy. Commercial firms also should show a little more inclination to encourage enterprise in aviation, when it is remembered that a business man can now, thanks thereto, breakfast in London, lunch in Paris, and be back in London in time for dinner." Though the experiments already made may not have been as successful as the promoters desired, the results from the commerce carrying point of view are not discouraging. We learn from the *Board of Trade Journal* that the value of the airborne foreign trade of the United Kingdom for the calendar year 1920 was £1,052,315. For the quarter ending December 31st, 1920, the value of imports and exports conveyed through the air was more than four times that of the corresponding period of 1919. Owing to the fact that commerce by air with the Continent was not inaugurated until August 26th, 1919, comparative data are not available for any long period. The bulk of the imports during 1920 consisted of women's outer clothing and fur goods from France, the value of which was £385,500. Hats, hosiery, feathers, jewellery and precious stones, moving picture films and perfumery were among the other articles carried. One of the largest items of export was men's woollen clothing, valued at £27,700. These Air Services between Great Britain and the Continent are primarily for the carriage of mails. There are services to Paris, Brussels and Amsterdam. The carriage of passengers and merchandise evidently makes an important contribution towards meeting working expenses. General SYKES' contention that air supremacy should not be obtained by building up unproductive military fleets, but in expanding trade, will make its proper appeal to public sentiment in England where we see such a strong protest being made at the bye-elections against waste and extragavance in Government expenditure. That it is desirable to maintain air fleets is obvious. It has been very aptly remarked that Great Britain ceased to be an island when men learned to fly. The advocates of a Military Aviation policy tell us that our security depends upon it, and that the welfare of the whole of the British Empire is likely to be considerably influenced by our Air policy. It is prophesied that in days to come air stations will be at least as important as coaling stations are now, and seeing that our possessions are dotted, more or less, all over the world, "everything is to hand for us" in the matter of imperial routes. That is evidently the consideration underlying the proposal which the Tasmanian Agent-General in London has submitted for discussion by the Imperial Cabinet. He contemplates the formation of an Imperial Air Company with a capital of £1,500,000 to take over airships, material and plant which the British Government would be willing to hand over. He suggests that the Company immediately issue £750,000; India, Australia, and South Africa each taking up £100,000; New Zealand £55,000; the Malay States £20,000; and the general public £375,000. He calculates that the value of Great Britain's contribution in airships would be £375,000. The control of the company, it is suggested, should be vested in a dozen directors, seven of which would be nominees of Governments. General SYKES is to address the Imperial Conference on the subject of the establishment of such a Company, and his speech at a City banquet reported in the cables to-day indicates that the project will have in him an enthusiastic advocate. Commercial aviation is mainly a question of finance, and if the Governments of the Empire can be persuaded to spend on commercial aviation rather than on "the building of unproductive military fleets" the British Empire could easily maintain the supremacy in the air she achieved during the war. At present Germany and France, as well as the United States, have been officially far more active in the development of Civil Aviation than Great Britain. People have yet to be convinced that commercial aviation is destined to fulfil a part in the country's prosperity similar to that of the mercantile marine; but seeing that in any scheme of national defence aviators and aircraft are as necessary as sailors and ships, a nation might well consider the advisability of spending money on the encouragement of commercial aviation.

Major-General Sir G. M. Kirkpatrick visited Port Arthur on his way to Peking and inspected the famous Nanshan battlefield.

Among the passengers who arrived by the *Delta* yesterday were Mr. and Mrs. Hay, Mr. H.B.L. Dowbiggin, Mr. Moore Bennett and Mr. V. Sorby.

The subscriptions to the Straits Settlements seven per cent. loan during the month of May amounted to $10,500,000. The loan opened on May 2nd.

The P. & O. *Delta* which arrived from home yesterday had among her passengers a number of Naval and Military officers, 15 C.P.O.'s and 126 naval ratings.

Mr. Denman Fuller will give his concluding Organ Recital in St. John's Cathedral, on Thursday evening next, at 9.15 p.m., when Miss Jean Lowson will be the vocalist.

The *Canton Times* states: Reports from Hoyen state that the plague epidemic in that place is becoming too serious to be ignored. Half of the schools have been closed on this account.

It is of interest to note that the magnificent sum of £12,000, subscribed by members of the Shanghai Race Club, has been handed over to Charing Cross Hospital for the endowment of a ward.

The Fourth Submarine Flotilla, serving on the China Station, sent the sum of £396 17s. 9d. to be distributed amongst the necessitous dependants of the men who lost their lives in Submarine *K6*.

The refuse of the city of Canton has for the first time been put up to public auction. An upset price of $2,600 a year was put on it by the Public Health Department, but the highest bid, which amounted to $7,200, has been accepted.

It is officially intimated that H.M.S. *Hawkins*, flagship of the China Station, may take up to 30 boys in her complement in future. No additional boys will be allotted to ships on the East Indies Station owing to the climatic conditions there.

The Naval Staff at the Admiralty for duty in the Torpedo Division has just joined, Commander Bernard Acworth, D.S.O., who was promoted two years ago, and is a specialist in submarines, having until recently been in command of submarine *L2* in China.

The water return just published shows that on the 1st inst. the water in storage on the island was 2,177.67 millions of gallons, which compares with 1,260.81 millions on the corresponding date last year. At Kowloon the water in storage was 332.50 millions of gallons as compared with 294.48 millions on the same date last year.

Sir James Stevenson has resigned his appointment as Surveyor-General of Supply at the War Office and his seat on the Army Council, on accepting an invitation from Mr. Churchill (who is now Secretary of State for the Colonies) to become the latter's personal adviser on commercial questions arising out of Colonial administration.

A marriage has been arranged between William Herbert Shellep Dent, M.C. late Grenadier Guards (S.R.), son of the late Herbert Fullarton Dent, of Canton, China, and Chestnut Lodge, Surbiton, and Barbara Augustine Mary Anderson, only daughter of the late William Henry Anderson, and of Mrs. Anderson, of Rokeby House, Rugby.

It is stated in a home paper that every Korean in Europe is being carefully watched by a number of Japanese police agents, who have come over to Europe for this purpose. They fear that an attempt may be made to attack the Crown Prince. The Koreans are very indignant. "We hate the Japanese," they say, "but we are not assassins."

We have received from the Canton Christian College the "Catalogue of the College of Arts and Sciences" for the academic year 1921-22, a volume of over a hundred pages. From it we derive the information that there are 199 students on the register and there are 42 names in the list of teachers. The qualifications of each member are shown.

Many friends in the Colony of Professor A. G. Warren, who was for some years at the Hongkong University, will be interested to learn that he is now engaged in the Royal Arsenal at Woolwich as a research physicist on X-Ray work. Professor Warren, who, by the way, has recently been elected a full M.I.E.E. and hopes to have his Mastership soon in deciding to remain at home was guided by medical advice regarding his wife's health.

A well-attended Whist Drive was held at the Catholic Men's Club on Thursday evening. There were 146 players present, and the following were the prize-winners: Ladies, 1 Mrs. Pile (168); 2 Mrs. Sandford (166); 3 Mrs. Palmer (165); Booby Prize: Miss Lamerton (135). Men, 1 Mr. Blunsden (177); 2 Mr. Deer 176); 3 Mr. Farrell (174); 4 Mr. Townsend (174); Booby Prize: Mr. Smith (139). Mr. Pinches performed the duties of M.C., and the prizes were presented by Mr. R. W. Brown.

The death occurred on April 28th, after an operation, of Admiral Sir Nathaniel Bowden-Smith, in his 84th year. In the China War of 1856-60 he served as mate of the *Fury* and the *Calcutta*, and took part in the boat actions at Escape Creek and Fatshan, and in the capture of the Taku Forts, where he was severely wounded. At the age of 21 he was already the possessor of three war medals and several clasps, won during seven years of continuous active service. The last appointment of his long naval career was that of Commander-in-Chief at the Nore, which he held in 1899 and 1900. He was placed on the retired list in 1903.

The *London and China Express* learns that an agreement has been signed by Mr. Horace Wilmer, C. E., with the Chinese Government to act as adviser on bridge engineering to the Minister of Communications at Peking. It is the intention of the Ministry to have four bridge experts one each of British, French, Belgian and American nationality, who will act as advisers to the Ministry. Mr. Wilmer was formerly chief engineer to the Great Eastern Railway in Great Britain, a post from which he retired some time since. One of the first duties of these experts will, presumably, be to adjudicate on the tenders to be sent in for the new Yellow River bridge, which are due to be lodged in Peking by June 15th next.

An extraordinary general meeting of the Kowloon Residents' Association was held, last evening, at St. Andrew's Church Hall, to approve new rules for the Association. The Chairman, Capt. Wheeler, explained that the rules had been found not fully to cover all matters that had come before the Association and a sub-committee had revised them and had put them into a form which met the approval of a full meeting of the Committee. There was nothing drastic or revolutionary in the changes proposed, and he moved that the new rules be approved *en bloc*. Mr. B. L. Frost seconded and the motion was carried unanimously. None of the amendments to the rules appears to call for special mention they only dealt with points of minor detail. Members probably wondered why the formality of approving the amendments could not wait till the annual meeting instead of bringing them together on a hot summer evening.

LINER STRIKES MINE:
200 PASSENGERS PERISH.

CHARGES AGAINST JAPAN:
SOVIET NOTE TO POWERS.

POST OFFICE REFORM:
MR. KELLAWAY'S FIRST STEP.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

LINER STRIKES MINE.
OVER 200 LIVES LOST.

ATHENS, June 10th.

The Greek liner *Boiboulina* struck a mine and foundered. The battleship *Lemnos* saved 2 out of 240 passengers. It is believed that the others perished.

OPERA BY WIRELESS.
GREAT GERMAN ACHIEVEMENT.

LONDON, June 10th.

The latest wireless achievement has been the transmission of the singing of "Madame Butterfly" during a performance in the Berlin Opera House. It was easily heard throughout Central Europe and aboard the ships in the Baltic.

The German wireless expert Count Arco is of the opinion that Tokyo will soon be able to hear opera given in Berlin.

THE LEAGUE COVENANT AMENDMENT.
COMMITTEE'S RECOMMENDATIONS.

LONDON, June 10th.

The Committee on the Amendments of the Covenant of the League of Nations has issued its report and recommendations. The most important amendment recommended is the combined Chinese and Czecho-Slovak addition to Article 21, by which the League will not only approve but also promote agreements tending to secure peace and encourage co-operation.

RUBBER EXHIBITION.
DINNER TO OVERSEA DELEGATES.

LONDON, June 10th.

A dinner was given to the oversea delegates to the International Rubber Exhibition at the Savoy Hotel, Sir Owen Phillips presiding. Sir Lloyd Graeme paid a tribute to the admirable spirit in which the rubber industry was meeting its difficulties.

Sir Stanley Bois said that he was sure that the spirit of co-operation will carry the industry through all its present difficulties.

DEMPSEY-CARPENTIER FIGHT
AMERICAN BOXER'S ANTICS.

NEW YORK, June 10th.

The four days since an injured eye temporarily stopped sparring have been spent by Dempsey in wrecking the gymnasium equipment installed to develop his punch. The place is strewn with tattered leather and shattered metal fastenings, due to Dempsey's curious onslaughts. Dempsey is concentrating and perfecting a terrible left hook to the opponent's stomach, which will probably be his principal weapon against Carpentier on July 2nd.

In the meanwhile, Carpentier is "carrying on" grimly and quietly behind closed doors. He knocked out "Joe" Jeannette, who is 16-stone, and Paul Journee in two successive rounds.

Dempsey and Carpentier have both demolished a punching bag with a left hook and a right overhand, respectively.

The betting is still 4 to 1 in favour of Dempsey.

EARLIER CABLES.

LEAGUE OF NATIONS UNION.
APPOINTMENT OF M. VENIZELOS.

LONDON, June 9th.

In deference to a prevalent feeling that the appointment might be regarded as a political move, the Congress subsequently elected Prof. Ruyssen, of Bordeaux, Secretary-General of the Federation of the League of Nations Union, instead of M. Venizelos.

LATEST CABLES.

"BLACK SPELL."
UNEMPLOYMENT IN BRITAIN.
BUT BRIGHT OUTLOOK.

LONDON, June 10th.

The enormous extent of unemployment in Great Britain is revealed in the official figures for last week. 3,750,000 are workless, including 1,600,000 miners and cotton operatives. All but a small number of the balance have applied for out-of-work donations. The foregoing exclude over a million working on short-time.

The only industries showing signs of withstanding the black spell are ship-building and boot manufacturers, but several industries expect a quick upward turn when the miners resume. It is generally anticipated that the miners' delegate conference meeting to-day will adopt the Executive's recommendation to take the coal-fields' ballot on the owners' proposals. The miners' Executive has now fully grasped the fact that a favourable verdict may be expected from the ballot.

DECISION IN FAVOUR OF BALLOT.

LONDON, June 10th.

The miners' conference has decided that a ballot be taken on the owners' proposals on June 15th.

LATER.

At the miners' delegate conference, Mr. Herbert Smith made it clear that the acceptance of the owners' proposals would involve the abandonment of the National Pool.

EARLIER CABLES.

EFFECT UPON TRADE RETURNS.

LONDON, June 9th.

The effect of the coal crisis is reflected in the Board of Trade returns for May. Imports are £86,000,000 as compared with £166,000,000 in May, 1920. Exports are £43,000,000 as compared with £119,000,000. It is noteworthy that coal to the value of £1,500,000 was imported into the United Kingdom in May. There were no such imports in May, 1920.

BRITAIN'S FINANCES.
DISQUIETING STATISTICS.

LONDON, June 9th.

The prospects of a prolonged Parliamentary Session are increased by the Government's introduction of Bills repealing the Agriculture Act and amending the Unemployment Insurance Act, as mentioned yesterday, as both are likely to arouse the utmost controversy. Critics of the Government declare that the introduction of the measures has been inspired by panic and the hope of appeasing the "anti-wasters," who believe that Lord Erskine's capture of the supposedly safe seat of Westminster indicates that the electors are sick of the Government's extravagance.

The parlous condition of the country's finances is the theme of articles in Opposition journals, including a letter from Sir Godfrey Collins, who recently crossed the floor of the House. The figures quoted by the correspondents include the following: revenue to June 5th, 1920—£256,000,000; to June 4th 1921—£155,000,000. Floating debt as compared with last year has increased by £261,500,000. Expenditure has decreased only by £17,500,000. The two months' revenue has simultaneously decreased by £103,750,000. The tendency of the floating debt to increase is regarded as the most serious factor impeding the national financial recovery. Critics are of the opinion that the Government is so scared at the growth of the demand for economy that a General Election this year is most unlikely, as the Premier will defer an appeal to the country to a more favourable occasion.

HEYWOOD BY-ELECTION.
SUCCESSFUL CANDIDATE HELPED BY IRISH VOTE.

LONDON, June 9th.

Heywood is the sixteenth seat lost to the Government since the General Election. Mr. Halls, the National Union of Railwaymen's organiser at Nottingham fought the by-election on the Government's extravagance in post-war military adventures and on the tragedy in Ireland. The figures showed that many electors who abstained in 1918, voted. Mr. Halls secured the Irish votes.

LATEST CABLES.

ADMIRAL SIMS' BOMBSHELL.
"NOTHING UN-AMERICAN IN SPEECH."

LONDON, June 10th.

Admiral Sims is quite unperturbed at the American agitation regarding his speech on Irish-American activities.

Interviewed by Reuter, he was emphatic in declaring that he stood by every word, and should so reply to Mr. Denby when he received the cable which was reported to have been sent. He declared that he saw nothing un-American in his speech.

NEW YORK PRESS COMMENT.

NEW YORK, June 10th.

While the *New York Times* declares that Admiral Sims' speech was improper, the *New York Tribune* says, "Though Admiral Sims' remarks were in bad taste, he hit somewhere near the truth. It was time for someone to say aloud that Sinn Fein hyphenism is un-American."

EARLIER CABLES.

WASHINGTON, June 9th.

The Senate has adopted a resolution ordering an investigation into the Sims speech.

[A message received yesterday stated that Admiral Sims, now on a visit to England, had freely criticised Irish-Americans.]

SINN FEINER'S DISAPPEARANCE.

WASHINGTON, June 9th.

The lawyers of O'Callaghan (the Sinn Feiner) have given the Labour Department information in regard to his whereabouts and plans, but, in the interests of justice, the Department regards the information as confidential. With the exception of a single appearance in March, O'Callaghan has completely disappeared since he landed.

SINN FEIN AND SOVIET.
REVELATIONS OF CAPTURED DOCUMENTS.

LONDON, June 10th.

A White Paper has been issued containing the documents captured in Dublin. They outline a proposed commercial treaty between the Russian Bolshevik Republic and the Irish Republic for the period of a decade. These are accompanied by a memorandum from De Valera stamped, "Dail Eireann, 15.6.1920," recommending the Treaty to the consideration of the Cabinet, and suggesting that the terms be designed as a lever to bring in portions of Ulster to the side of the Republic.

EMPIRE AIR COMMUNICATION
APPEAL BY CONTROLLER-GENERAL OF CIVIL AVIATION.

LONDON, June 10th.

Strong points in favour of inter-Empire air communications were made by Sir Frederick Sykes.

In a speech at a City banquet, he said that the Government was trying to put aviation on a commercial footing, because it would tremendously advance inter-communication, especially within the Empire. Air supremacy would not be obtained by building up unproductive military fleets, but by expanding and facilitating trade. Sir Frederick hoped that commercial aviation would fulfil a similar part in the country's prosperity to that which the Mercantile Marine had. They looked for assistance from the Dominions, which were untrammeled by the spirit of conservatism which was apt to retard progress in Britain. The strength of the British Empire, said Sir Frederick, depends upon good communications. Air transport unhampered by foreign frontiers would give the Empire the essential powers of direct, supple, and speedy inter-communication, which ship and rail had hitherto shown to be vital.

[Major-General Sir Frederick Sykes, was appointed Controller-General of Civil Aviation when that branch of the Air Ministry was created in February, 1919, in response to commercial and public opinion. He was Chief of the Air Section in the British delegation to the Peace Conference. Sir Frederick, who is 43 years of age, is Mr. Bonar Law's son-in-law.]

TEST MATCH.
AUSTRALIAN PROGRAMME AND COUNTY ENGAGEMENTS.

LONDON, June 9th.

Much dissatisfaction exists at the Australians' decision not to play on the day preceding the Test matches. The Australians wrote to the Yorkshire County Club asking it to eliminate the third day's play (on July 22nd) in view of the fourth Test match, fixed to begin at Manchester on July 23rd. The Committee of the Sheffield United Football and Cricket Club, whose ground at Bramall Lane is the venue of the match, decided to intimate to the Yorkshire County Club that, if the tourists insist upon their attitude, the Club will request the county authorities to declare the match off or to arrange to have it played elsewhere.

AUSTRALIANS' BIG SCORE.

LONDON, June 9th.

In bright, warm weather, before seven thousand people, the Australians, batting on a perfect wicket, made 533 for 8 and declared. Gregory scored 78 by delightful cricket, his innings comprising three sixes and seven fours. Gloucestershire made 166 for 6 (D. Robinson, 61).

COUNTY CHAMPIONSHIP.

Surrey beat Northants by an innings and 241 runs.

LATEST CABLES.

POST OFFICE COUNCIL.
MR. KELLAWAY'S ANNOUNCEMENT.

LONDON, June 10th.

In the House of Commons, Mr. Kellaway announced that the Government was establishing a Post Office Council, composed of prominent business men, with a view of ensuring efficient management and development.

EARLIER CABLES.

INCREASED POSTAL CHARGES
PROTEST BY COMMERCE AND PRESS.

LONDON, June 9th.

There is growing opposition to the increased postal charges reported on the 28th ult., concerning which there have been several deputations to Mr. Kellaway (the Postmaster-General). Replying to a deputation representing the newspaper proprietors of the Empire Press Union, which laid stress on the injurious effect of the proposed increases on British oversea trade and British commercial propaganda abroad, Mr. Kellaway promised sympathetic consideration, but pointed out that it was his duty to make the Post Office self-supporting.

The Council of the Empire Press Union has unanimously passed a resolution requesting withdrawal of the proposal to increase the charges for printed matter from the United Kingdom to the Dominions. A formidable protest has been forwarded to the Premier on behalf of, among others, the Colonial Institute, the Empire League, the Overseas Club, the Patriotic League, and the Royal Society of Literature, expressing dismay at the enhanced rates, which they declare must be disastrous to the interests of the Empire, placing a barrier against the inter-Imperial exchange of knowledge, and asking the Premier to receive a deputation.

INCREASE ON PRINTED MATTER.

LATER.

In the House of Commons, on the discussion of the Post Office Estimates, Mr. Kellaway announced that the Government would drop the proposed increase in charges on newspapers and printed matter for abroad.

Mr. Kellaway said that the loss on the carriage of inland printed papers and postcards was £2,400,000. He estimated that the increased rates on both classes would produce an additional £2,500,000. The remaining £1,000,000 of the deficit of £3,500,000 would be provided by the abolition of the Sunday post.

"NEW WAR MENACE."
BRITISH WARSHIPS' "CRUISE."

LONDON, June 9th.

In the House of Commons, Mr. Esmond Harmsworth drew attention to the arrival of British warships at Constantinople, and asked if the Government intended actively to support King Constantine against the Kemalists.

Mr. Chamberlain replied that the warships were due at Constantinople on June 15th for a month's stay, in accordance with the programme of a cruise arranged at the end of April. He declared that the Government's policy was under consideration.

Replying to Commander Kenworthy, Mr. Chamberlain emphasised that the ships' arrival was not a naval demonstration.

KING OF GREECE TO VISIT SMYRNA.

ATHENS, June 9th.

It is officially announced that the King goes to Smyrna on the 11th instant accompanied by the Crown Prince, the Premier, and the Minister of War.

FRENCH NAVAL PROGRAMME.
ABANDONMENT OF BATTLESHIPS ADVOCATED.

PARIS, June 9th.

M. Denise, Reporter of the Naval Committee, has outlined the programme for 1921-23, consisting of six light cruisers, twelve destroyers, twelve torpedo boats, thirty-six submarines, and the conversion of the battleship *Bearn* into a plane-carrier, at an approximate cost of 1,416,000,000 francs. Parliament would presently be asked to vote credits for the 1921 instalment. He pointed out France's inability to emulate Japanese, British and American naval development and advocated the abandonment of the construction of battleships, in consequence of a great foreign expert's opinion that they were too vulnerable to submarines.

MEXICO AND UNITED STATES.
MR. HUGHES' ATTITUDE APPROVED.

NEW YORK, June 9th.

The newspapers generally approve the way in which Mr. Hughes is handling the Mexican situation, and emphasise the necessity for a regular treaty, although democratic papers complain that America's Mexican policy smells strongly of oil. Despatches from Mexico quote a statement by President Obregon to the effect that the formal signature of the Americo-Mexican treaty as a condition of recognition of President Obregon's administration is impossible.

Representations are expected to be made to Mexico immediately in regard to the increased petroleum tax.

U.S. SHIPPING BOARD.

WASHINGTON, June 9th.

Mr. Albert Lasker, of Chicago, has accepted the Chairmanship of the Shipping Board.

LATEST CABLES.

AMERICAN ROTARIANS.
ARRIVAL IN LIVERPOOL.

LONDON, June 10th.

Five-hundred American members of the Rotary Club have arrived in Liverpool. They met with an enthusiastic reception from the local Rotarians, the civic authorities, and the Mayor and Mayoress. At breakfast on the steamer the Mayor said the visit would strengthen Anglo-American friendship.

LAWN TENNIS.
SHIMIDZU IN FORM.

LONDON, June 10th.

At Beckenham, in the men's doubles (third round) Hunter and Shimidzu won.

In the mixed doubles (third round) Shimidzu and Miss Hawkins won.

LONDON, June 9th.

In the lawn-tennis all-comers' championship, at Beckenham, the third round saw Kingscote beat Kleinman (Singapore) by 6-2, 6-2.

OBITUARY.
FAMOUS HOAXER DEAD.

LONDON, June 10th.

The death has taken place at the Kensington Infirmary of the famous hoaxer Louis De Rougemont.

EARLIER CABLES.

FALL RIVER, June 9th (Mass.)

Mr. John Golden, President of the United Textile Workers of America, has died.

IMPERIAL PREMIERS' CONFERENCE.
MR. HUGHES' ARRIVAL.

LONDON, June 9th.

On his arrival at Paddington, Mr. Hughes, assailed by a torrent of Pressmen's questions, declined to respond, except in the case of a query whether he anticipated solid and lasting results from the forthcoming Premiers' conference. To this Mr. Hughes replied: "Yes, I think I can go as far as that."

NATIONALIST LEADER TO GO WITH GENERAL SMUTS.

CAPETOWN, June 9th.

It is authoritatively stated that the Nationalist-leader, General Hertzog, will accompany General Smuts to the Constitutional Congress in 1922. The decision is regarded as indicating that the moderate element in the party has prevailed. While General Hertzog will naturally advance the Nationalist viewpoint, the decision is regarded as most desirable from all standpoints.

COST OF LIVING IN FRANCE
COMPLAINTS OF HOTEL GUESTS.

PARIS, June 4th (delayed).

Following energetic steps taken by the Government for reducing the cost of living all round, M. Paisant, Minister for Food, stated that any complaint by foreign visitors of overcharges by hotels or restaurants is to receive the immediate attention of the authorities.—*Havas.*

U.S. IMMIGRATION.
STEAMSHIP COMPANIES' RESPONSIBILITY.

WASHINGTON, June 9th.

The Commissioner of Immigration has announced that the responsibility for bringing immigrants into the United States in excess of the quotas allowed each nationality must be placed on the steamship companies.

JAPAN'S TRADE WITH CHINA
NOTABLE DECREASES.

The exports from Japan to China in April amounted to 25,063,000 yen against 49,698,000 yen for the same month last year. There was a decrease by 24,635,000 yen. Below the export trade of April is summarised:

Exported to	April 1921. Yen.	April 1920. Yen.
Manchuria	4,231,000	5,253,000
North China	7,224,000	18,125,000
Central China	13,518,000	26,073,000
South China	90,000	146,000
Total	25,063,000	49,698,000

The imports in April from China into Japan amounted to 11,906,000 yen against 18,757,000 yen for the same month last year. There was a decrease by 6,839,000 yen. In the imports trade Manchuria's share displayed the heaviest fall of all, as seen below:—

Imported to	April 1921. Yen.	April 1920. Yen.
Manchuria	882,000	2,267,000
North China	5,211,000	6,531,000
Central China	5,257,000	9,233,000
South China	578,000	620,000
Total	11,906,000	18,757,000

FAR EASTERN CABLE NEWS.
[BY COURTESY OF "THE CHINA MAIL."]

THE "ARRATOON APCAR"—"YINGCHOW" COLLISION.

SHANGHAI, June 10th.

In the *Arratoon Apcar* and *Yingchow* river collision case judgment was given in favour of the *Arratoon Apcar*.

INTERPORT TENNIS.

SHANGHAI, June 10th.

The interport tennis singles at the French Club revealed a high quality of play.

Ng Sze Kwong beat Tanaka, 5-2, 6-3, 6-2, 6-1.

Mansel Smith defeated Lo, 4-6, 6-4, 6-4, 4-6, 6-3, 6-4.

SURVEYOR MURDERED BY MALAY COOLIES.

SINGAPORE, June 10th.

Mr. Thomas Darbyshire, surveyor, of the F.M.S. Railways, was murdered in Johore jungle by Malay coolies.

[THROUGH REUTER'S AGENCY.]

ACCUSATIONS AGAINST JAPAN
SOVIET NOTE TO BRITAIN, FRANCE AND ITALY.

LONDON, June 9th.

The first sharp rap on the knuckles has been administered by the British Foreign Office to the Soviet Government, in consequence of an impudent Note from M. Tchicherin to the British, French and Italian Governments making a series of charges against Japan.

The Soviet Note declares that the overthrow of the Bolshevist Government at Vladivostock, also, the coups at Nikolsk, Ussouriisk and elsewhere, were carried out under the protection of the Japanese, against whom a number of other accusations are made, such as the desire to conquer Siberia, the Japanese distribution to their nationals of the Kamtchatka fishing rights, and the Japanese seizure of fishing dues, which were formerly Russian.

The Soviet Note, further, alleges that Seminoff's and Kappel's bands are maintaining themselves on Chinese borders, also, that bands of Ungern are terrorising Mongolia with Japanese aid. Japan is accused of rejecting repeated Russian peace proposals.

The Note says that the French are helping Japanese plans, and all Entente Powers share the responsibility. Great Britain is accused of hostile activity.

Lord Curzon's secretary briefly replied on June 9th to M. Krassin, returning the Note as unacceptable, and saying that it is neither customary nor conducive to good relations for one Government, without adducing corroborative evidence, to address entirely baseless charges to another. The reply concludes that the Government, therefore, declines to enter into correspondence on the matter.

NEW COMMANDER OF THE YANGTSZE.

LONDON, June 9th.

Rear-Admiral Edward Kiddle has been appointed Superintendent at Chatham. Rear-Admiral Maclachlan has been appointed to the command of the Yangtze, and Rear-Admiral Luce has been appointed Superintendent at Malta.

JAPAN'S ATTITUDE TOWARDS CHINA.

LONDON, June 9th.

The Japan number of the *Manchester Guardian* contains a message from Viscount Uchida (the Japanese Foreign Minister), emphasising Japan's desire for peace and justice, and declaring that no nation is more interested than Japan in a peaceful Siberia and a united and prosperous China. The ruling motive of Japan's policy in the Far East is to make secure her economic life. Peace in the Far East is a *sine qua non* for the attainment of this aim. The formation of the Consortium has opened up new vistas of peace and prosperity for China and harmonious co-operation between the nations concerned. It only remains for China to awaken to the significance of the new era and to emerge from fractional feuds into a united nation strong and rejuvenated.

CHINESE DEMAND FOR LANCASHIRE GOODS.

LONDON, June 9th.

In the House of Commons, at question time, replying to Sir Walter De Frece, Mr. Baldwin declared that there was some evidence of a revival in the demand for Lancashire cotton goods by China, owing to the increasing ability of Chinese firms to take delivery of the goods they had ordered. He thought that the improvement should continue.

TIMBER RIGHTS IN BRITISH BORNEO.

LONDON, June 9th.

In the House of Commons, at question time, Major the Hon. E. L. Wood declared that the Government had received a petition signed by three hundred Chinese merchants in North Borneo protesting that a British company had been granted exclusive rights to cut timber.

The Government had requested the British North Borneo Company to furnish a report on this subject, also a copy of the company's reply to the petition.

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In Red Patches. Face Looked Badly. Cuticura Heals.

"Red patches that turned scurfy started on baby's face, and afterwards turned to weeping eczema. It used to itch and burn for his fingers were always scratching, and it caused him to be very restless nights. I had to make him a bonnet. His face used to look badly.

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[23-11

VETARZO

TOBACCO A SOCIAL POISON.

CENTENARIAN'S OUNCE A DAY.

Sir James Cantlie, recently, addressed members of the tobacco trade on "Tobacco and Health," at a conference at the Horticultural Hall, Westminister. Sir James describes tobacco as a luxury, and hesitated to call it a physical necessity. It was none the worse for being a luxury. He could not say it had done people any good physically; but had it done any harm? "Tobacco is one of the four social poisons," Sir James went on, "the other three being tea, coffee, and alcohol, and it was the last of the four to be introduced." Alcohol was known by the first man, and "it will go on for ever and ever, Amen." (Laughter.) He hastened to explain, however, that the juice of the grape was one thing, and alcohol, as we know it to-day, another. Tobacco might cause trouble now and again, but it was not nearly so dangerous as alcohol. If a person gave up tobacco for three days he would free his body of every particle of nicotine. Taken at the first blush, tobacco was the least harmful of the social poisons, and tea was the most harmful. But there were no campaigns against tea-drinking—they might as well try to stop Niagara as that habit.

Going on to condemn cigarette smoking, Sir James said that when he was a boy it was only the villain of the piece who smoked a cigarette. Cigarette smoking was a habit that came from the East. The French, who were early cigarette smokers, were taught by the Arabs. "Cigarette smoking stains your inside worse than it stains your skin," warned Sir James, and he proceeded to point out the dangers of inhalation, which he said, tended to make the lungs "leathery." Speaking of cheroots, he lamented the scarcity of the real Manilla variety, and said that the average brands seen in London were ugly and unsatisfactory. He had heard of a man who smoked an ounce of tobacco every day of his life, and yet lived one hundred years. If that man had smoked an ounce one day and half an ounce the next day he would not have lived so long. The smoker "tuned" his heart to a certain amount of nicotine, and he should be very regular in the amount of tobacco he smoked.

Referring to smoking by women, Sir James pointed out that womenkind had long been addicted to the habit. He noticed that many girls he had met, although they consumed cigarettes, hated the habit, and only indulged because it was fashionable to do so. Such a sign as that was not encouraging. He condemned smokes and cocktails immediately before dinner, and expressed the opinion that no one should smoke during the hour immediately before bedtime.

FATAL TRIFLES.

[BY THE AUTHOR OF "CRIME AND THE CRIMINAL."]

It is remarkable how sometimes a trifle may lead to the identification of a murderer and also the detection of his motive. The Black Museum at New Scotland-yard is full of trifles that have led to the conviction and the hanging of those who have stooped to the crime of murder.

A leaf from a dream book provided the first clue that led to the elucidation of the Euston-square mystery. It was found in the box of Hannah Dobbs, the servant girl accused of the atrocious murder of her mistress.

Herbert John Bennett was an astute scoundrel, but he made a profound blunder when he strangled his wife with a piece of mohair bootlace upon Yarmouth sands, for he tied the death noose in a reef knot as only a sailor would, and it was proved that he had served in the Marines. And even the old man who sold the bootlaces was found, and was able to identify the man who purchased them.

The Muswell Hill murderers, Milsom and Fowler, were convicted mainly through having once possessed a small lantern with a defective shutter. It was found by the body of their victim, and patient labour on the part of the detectives established the fact that the miscreants had it with them on the night of the crime.

A reddish single hair on the collar of a woman battered to death in a Cannon-street basement was the sole clue that the police had to work upon. But it was sufficient. This single hair hanged one of the most cruel murderers in the gloomy gallery of crime.

"Dr." Crippen used almost superhuman cunning and caution in compassing the death of Belle Elmore. But at the end of the ghastly process of interring the dismembered remains he made a fatal blunder. It was not the expert evidence that convicted Crippen, but the tattered, bloodstained portion of his sleeping suit that he carelessly buried in the hole in the cellar of Hilldrop-crescent.

Dr. Lamson's peculiar handwriting betrayed him. His written prescription to a chemist signed in a false name was produced at his trial, and it was proved to the hilt that the fatal order for the deadly aconite with which he destroyed his youthful brother-in-law in the school at Wimbledon was in his writing.

A playing card with one spot of blood upon it brought a Glasgow man to the gallows. And so one might go through the dreary record of those who have paid the penalty for their shedding of blood, illustrating the deadly truth of the saying, "Murder will out."—*Daily Express.*

ENGLISH GOOD ENOUGH.

The Federal Chief Justice, sitting in the High Court, at Melbourne, on April 25th, said he would not allow American forms of spelling to be introduced into official documents, and ordered the words "program" and "center" to be expunged, with the remark that English spelling was good enough for him.

TO-DAY'S RECIPE

PINEAPPLE CREAM.

Take a tin of preserved pineapple, cut the fruit up very small, and sprinkle with sugar. Mix contents of 11½ oz. tin of *NESTLE'S Pure Rich Cream* with a quarter of a pint of milk. Then strain into it a teacupful of the pineapple juice in which is dissolved half an ounce of gelatine and two ounces of sugar; lastly, add the pineapple. Place the cream in a wet mould and leave until set. Turn out and serve.

NESTLE'S REAL CREAM

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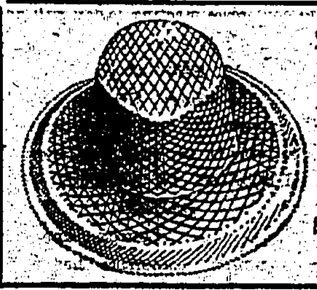

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There is no necessity to endure impoverished hair, for while Nature has provided the gift Science, which is Nature's assistant, has devised and perfected in "Harlene Hair Drill" an unfailing remedy for all hair ailments, hair-hints, and other defects. And the news is now published that all readers may test this scientific yet simple and easy method free by merely forwarding the coupon below.

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First of all cleanse the hair and scalp with a delightful "Cremex" Shampoo—there is no more pleasant, invigorating toilet exercise. Then sprinkle the hair with "Harlene" and gently massage the roots of the hair with your finger tips. Then add a few drops of "Uzon" Brilliantine to give the hair a final touch of brilliance.

WRITE FOR A FREE TRIAL OUTFIT TO-DAY.

All classes of Society are now regularly practising "Harlene Hair-Drill." National Workers, abroad and at home—indeed all are able to banish the "tired old at 30, 40, or 50" appearance. Everyone (both ladies and gentlemen) are invited to accept the Free Gift Offer made in this announcement. Fill in and post the Coupon below and you will receive "Harlene Hair-Drill" Outfit Free.

"HARLENE" FOR MEN ALSO.

Every man desires to preserve a fresh, smart, crisp appearance, and in this respect the care of the hair is essential. The Free Gift offer made in this announcement is open to every man, and there will find this 5-minutes-a-day "Harlene Hair-Drill" a delightfully pleasant and beneficial toilet exercise.

Prove the wonderful merits of "Harlene" for yourself without cost. The Gifts referred to above will be sent you immediately you post the coupon below.

After a Free Trial you will be able to obtain supplies of "Harlene" and Cremex Shampoo Powders from all Bazaars and Drug Stores in all parts of India.

Any or all of the preparations will be sent on receipt of 6 annas extra for postage direct from Edwards' Harlene, Limited, 20, 22, 24 and 26, Lamb's Conduit Street, London, W.C. 1, England. Carriage extra on foreign orders. Cheques and P.O.'s should be crossed.

"HARLENE" GIFT COUPON.

Fill in and post to Edwards' Harlene, Limited, 20, 22, 24 and 26, Lamb's Conduit Street, London, W.C. 1, England.

Dear Sirs,—Please send me your Free "Harlene" Four-Fold Hair-Growing Outfit as described above. I enclose 6 annas in stamps for postage to any part of the world. (Foreign stamps accepted.)

NOTE TO READER.

Write your full name and address clearly on a plain piece of paper, pin this coupon to it, and post as directed above.

Hongkong Daily Press. 45

DODWELL & CO., LIMITED.

Regular Sailings to

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LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

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via SINGAPORE, PENANG & COLOMBO.

s.s. "INNSBRUCK"... ... ...sailing on or about 13th June.
s.s "AQUILEIA" ... ...sailing on or about 18th June
s.s. "NIPPON"... ... ...sailing on or about 20th June.

FOR SHANGHAI.

s.s. "CILICIA"... ... ...sailing on or about 28th June.

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Regular Passenger and Cargo Service to

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N. Y. K.

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SEATTLE & VICTORIA or VANCOUVER via Manila, Keelung, Shanghai & Japan ports

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU (omitting Keelung)... ... Friday, 17th June, at 11 a.m.
KASHIMA MARU (omitting Manila) ... Tuesday, 12th July, at 11 a.m.
SUWA MARU ... ... Friday, 29th July, at 11 a.m.
FUSHIMI MARU... ... ... Tuesday, 23rd Aug., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said and Marseilles.

SHIDZUOKA MARU ... ... Friday, 24th June, at 11 a.m
KAGA MARU ... ... Friday, 8th July, at 11 a.m.
YOKOHAMA MARU ... ... Friday, 22nd July, at 11 a.m.
KLEIST ... ... Friday, 5th Aug., at 11 a.m

HAMBURG, MARSEILLES, LONDON & ROTTERDAM LIVERPOOL & MARSEILLES via Suez.

TSUYAMA MARU ... ... First half of July.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... ... Tuesday, 21st June, at 11 a.m.
NIKKO MARU ... ... Tuesday, 19th July, at 11 a.m.
AKI MARU ... ... Tuesday, 16th Aug., at 11 a.m.

NEW YORK VIA PANAMA.

TOBA MARU ... ... Friday, 24th June.
TAKETOYO MARU ... ... Beginning of July.

SOUTH AMERICAN PORTS via CAPE,

AWA MARU ... ... Sunday, 19th June.

BOMBAY & COLOMBO via Singapore.

TATSUNO MARU ... ... Saturday 11th June, at Noon.
CALCUTTA MARU ... ... Tuesday, 28th June.

CALCUTTA & RANGOON via Singapore & Penang.

PENANG MARU... ... ... Wednesday, 22nd June.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... ... Friday, 17th June, at 11 a.m

SHANGHAI, KOBE & YOKOHAMA.

RANGOON MARU ... ... Wednesday, 15th June.
YOKOHAMA MARU ... ... Thursday, 16th June, at 11 a.m.
KLEIST ... ... Friday, 24th June, at 11 a.m.
MISHIMA MARU ... ... Thursday, 7th July, at 11 a.m.

For further information apply to— **NIPPON YUSEN KAISHA**
Telephone Nos. 192 & 292. S. YASUDA, Manager.

YAMASHITA KISEN KAISHA

(THE YAMASHITA S.S. Co. LTD.)

REGULAR FREIGHT & PASSENGER SERVICE BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Pakhoi

S.S. "HOZUI MARU" ... ... on or about 22rd June.

FOR KEELUNG via Swatow & Amoy

S.S. "TAIKWA MARU" ... ... on or about 23rd June.

For further particulars, please apply to—

Branch Office,
No. 37, Beaham Strand, West,
Tel. No. 155.

M. KOBAYASHI,
Agent,
Top Floor, King's Building,
Tel. No. 140.

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THE MODIFICATION OF COMMUNISM.

LENIN'S NEW PROGRAMME.

"*Pour la Russie*" of the 31st March, quotes from the Russian papers the speech delivered by Lenin at the tenth Communist party Congress on the 15th March. It reports Lenin as saying:—

So long as revolution does not take place abroad the Russian revolution can only be saved by coming to terms with the peasant class. This is the predominant class in Russia. This being so, the social revolution in Russia is posible only on one of the two following conditions:—

(1.)—That Russia receive assistance from a more highly developed country; or

(2.)—That an agreement be reached between the peasants and the industrial workers in Russia.

At the present moment there is no stable agreement. The peasants are discontented; they do not want the forms of national economy which we are proposing to them. We must not hide the facts; we must recognize that economic forms to which the peasants are hostile cannot endure. For our own part we must say to the peasants, "You want to go backwards, you want the complete re-establishment of private property and unrestricted trade; but this would entail inevitably the return to power of great landed proprietors and capitalists. It is better, therefore, for us to proceed to the revision of our mutual relations, making our calculations together."

What interest would the peasant have in being in such a condition of daggers drawn with the worker as to result in the return to power of the great landed proprietors and the capitalists? The peasant class has approached closely to the condition of the small farmer (*seredniak*). A sort of equalisation of fortunes has taken place in the country, and the small farmer predominates. We must be clear therefore as to his aspirations. He demands two things:—

(1.)—A certain measure of freedom of exchange, and

(2.)—The possibility of getting manufactures in exchange for his products.

The fact that we were working under the pressure of an incredibly hard war has up till now obliged us to adopt war methods in economic matters too. That is why we went further, in restricting free exchange on the part of the peasants, than was theoretically necessary. We may allow free exchange locally to a certain degree without destroying, but rather thereby strengthening, our political system. The proclamation of freedom of trade is an extremely difficult question, but it is necessary for us to carry it through. If there has ever been a Communist who hoped to create a Socialist economy in three years he has, to put it plumply, been a dreamer. There is no harm in that: dreamers are indispensable to revolutions. But I say yet once more that several generations of work are necessary to effect the conversion of the small agricultural proprietor, to induce him to abandon his traditional methods. This question can only be solved by technical means, by electrification on a grand scale. You understand very clearly that decades are required for the provision of the tractors and machinery needed for the electrification of an immense country.

These are the conditions in which we have to work. What, then, are we to do? We must satisfy the aspirations of these peasants, who are discontented, and justifiably and inevitably discontented. The peasant demands freedom of exchange. But such freedom, even if proclaimed, is no more than a dead letter so long as there is nothing to exchange. Freedom of exchange means freedom of trade, and this means reopening relations with capitalism.

But is it possible for the Communist party to recognize and to realize freedom of trade? To this we must answer that the problem is extremely difficult, but that it has got to be solved, and that we have got to inform the peasants quickly of our decision, for sowing time is upon us.

WIDENING THE SCOPE OF THE CO-OPERATIVES.

Only the co-operatives can institute local exchanges of goods. We need the co-operatives: they are our best apparatus, and "we must preserve them for the distribution of goods during the transition epoch succeeding capitalism;" that is the wording of our programme. But partly through our own mistakes, and partly owing to the exigencies of the War, we have not utilized the co-operatives. Co-operation has always furnished the most capable and most enduring elements from an economic point of view, but it was bound up with the Menasheviks and the Social Revolutionaries: a sort of law of chemical affinity attracts them irresistibly to it. These elements were working for the re-establishment of capitalism, and we were obliged to fight them. Now, however, our defences are sufficiently solid, and it is no longer necessary to maintain a hostile attitude towards these elements. To do so would be a mistake. Let us not spend time on details. Here is my proposed resolution:—

Since the resolution on co-operation of the ninth Congress of the Russian Communist party was based entirely on the principle of the requisition of supplies, which has now been replaced by the tax *in kind*, the tenth Congress of the party decides: To abrogate the said resolution and to entrust the Central Committee to the various organs of the party and the Soviets of measures which will improve and broaden the basis of the activities of the co-operatives, taking into account the programme of the Russian Communist party and the substitution of the tax in kind for the requisitioning of supplies.

Lenin proceeded to explain the necessity of sending gold abroad, not for machinery, as was intended at first, but for food now being purchased in England and Lithuania and 300,000 tons of coal ordered from London. Dealing with the new tithe system and freedom of exchange, he claimed that it was admissible from a Socialist point of view "in a transition epoch."

This system of circulation of goods will be a stimulant for the peasant. An owner must have the assurance that it will be to his own interest for him to endeavour to improve his property; he must

(*Continued at foot of next column.*)

have the assurance that he will not be deprived of the whole of his surplus, and that he will only be obliged to furnish the tax determined in advance. The essential thing is that the small farmer shall have a stimulant. The tax will be less than the deliveries demanded since the application of the system of requisitions. Where crops have failed there will be no surplus to take; it could only be taken from the mouths of the peasants. If the harvest is satisfactory we shall be able to satisfy the principal needs of the food supply. The requisition system was instituted under the pressure of iron necessity, the necessity of war time. Now we are able to abrogate it. It is a sudden change, but no one opposes it.

We have many dreamers among us. The Communists have occupied themselves with national economy without possessing the needed experience. It must be remembered that we cannot move in a straight line, as we hoped, but must proceed by zigzags. To wish to organize Siberia, Ukraine, and Central Russia on one and the same preconceived system is the height of absurdity.

The *Comprod* (Food Commission) had the task of carrying through the system of requisitioning. But what is the advantage of this wonderful apparatus, if it is incapable of coping with its task? We must attack the problem in another way. For the moment we have the opportunity of arriving at an agreement with the peasants; we must go to work on this in a practical way, with the necessary intelligence and adaptability.

THREE ASPECTS OF THE FOOD QUESTION.

Wherever you happen to be living now, three aspects of the great food question are likely to interest you. There is still, unfortunately, a food shortage in many parts of the world, and until this is redressed, there is likely to be an element of unrest.

Directly associated with the food shortage is the price of food until, in many a home the question still is, not "Can we secure it?" but "Can we afford it?"

The third aspect is purely personal. Among the rich, the comfortably-situated and the poor alike whatever the food or wherever it comes from, the daily question arises—"Can I digest it?"

Indigestion is no respecter of persons. It attacks both sexes, the young, the old and the middle aged. It manifests itself in many ways of which the most common are pains after eating, flatulence, headaches, biliousness or constipation, but there is only one remedy and that is to restore the digestive organs—the stomach, liver and bowels—to efficient working order, and to accomplish this, no other medicine is so safe, so sure or well recommended as Mother Seigel's Syrup, the ideal stomach and liver tonic.

Mr. C. S. Brown, the well-known taxidermist, of 42, Sherlock St., Port Elizabeth, tells us his own experience in a few well chosen lines. Speaking of the indigestion from which he suffered for over three years he says:—

"The worst symptons were loss of appetite, intense pains at the pit of the stomach, sleeplessness, a feeling of fulness after meals, and uncomfortable flushes of heat. I became thoroughly run down, and suffered from depression and nervousness, which hindered my work to a great degree.

"By this time, I had almost given up hopes of ever being free from my trouble, but I read of Mother Seigel's Syrup in a case similar to my own, and this induced me to give it a trial.

"I was gratified to find that the first dose afforded me great relief, and my improvement continued so rapidly, that, by the time I had finished two bottles, I was completely restored to health. I invariably keep a bottle in the house for the use of my family and self, and often recommend it to my friends".

Mother Seigel's Syrup contains the medicinal extracts of more than ten different roots, bark and leaves which, in combination, possess in a remarkable degree the power of toning up the stomach and regulating the liver and bowels. No other medicine possesses the same power in a like degree. Consequently, no other medicine has such a world wide reputation of fifty years' standing, as a remedy for digestive disorders.

If you have lost your appetite and relish for food, feel run down, out of sorts and unfit for work, try a few doses of Mother Seigel's Syrup, and note the speedy difference in your health and strength. 95

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL, Hongkong, 3rd Sunday after Trinity, June 5th, 1921. Holy Communion (7.30 a.m.) Matins (11 a.m.) (Cathedral Choir). Responses, Ferial; Venite, Barnby (21st); Psalms, 19 (Monk), 20 (Aldrich); Te Deum, Lawes, Cooke, Hopkins; Benedictus, Bennett (23rd evening); Anthem, "Ye shall dwell," Stainer; Hymn, 398. *N.B.*—Psalm 19 verses, 1, 7, 8, 12, 15, in unison; Psalm 20 verses 1, 5, 9, in unison; Hymn 392, verses 1, 4, in unison.

N.B.—Organ Recital on Thursday next, at 9.15 p.m.

Litany (12 Noon). Evensong (6 p.m.) Responses, Ferial; Psalms, 21, (Woodward); Magnificat, Smart; Nunc Dimittis, Monk; Hymns, 291, 290, 277 *N.B.*—Psalm 21, verses 1, 2, 7, 8, 13 in unison; Hymn, 291, verses 1, 3, 5, in unison; Hymn, 29, verses 1, 3, 6, in unison; Hymn 277 verses 1, 4, in unison

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UNION CHURCH, Kennedy Road. Sunday Services June 12th. Morning Service at 11 a.m. Hymns, 347, 544, 108, 158; Psalm 24; St. George's Edinburgh; Subject of Sermon, "Christ or Chaos." Evening Service at 6 p.m. Hymns 10, 389, 197, 370. Preacher: Rev. J. Kirk Maconachie.

CHURCH OF ENGLAND MILITARY SERVICES.—Sunday, June 12th, 1921.

8 a.m., Holy Communion, Chaplain's Room.
9.45 a.m., Parade Service, Cathedral.
11 a.m. Parade Service, Mt. Austin Barracks.
6.45 p.m., Evening Service, Hospital, Bowen Road.
6.45 p.m., Evening Service, Chaplain's Room.

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FIRST CHURCH OF CHRIST SCIENTIST, MacDonnel Road. Sunday, 11.15 a.m. Wednesday, 8.45 p.m. [193

INDO-CHINA

STEAM NAVIGATION COMPANY. LIMITED.

SAILINGS, SUBJECT TO ALTERATION

TIENTSIN ... ... "CHIPSHING" ...Sat., 11th June, Noon.
STRAITS & CALCUTTA ... "KWAISANG" ...Sat., 11th June, Noon.
HAIPHONG via HOIHOW ... "LOKSANG" ...Wed., 15th June 8 a.m
SHANGHAI & TSINGTAU ... "CHOYSANG" ...Thurs, 16th June, Diligas
BANGKOK via SWATOW ... "MINGSANG" ...Thurs, 16th June, 10 a.m.
SHANGHAI via SWATOW... ... "WAISHING" ...Fri., 17th June, 10 a.m.
MANILA ... ... "YUENSANG"...Fri., 17th June, 3 p.m.

CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.
All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtsze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sindakan by a steamer having up-to-date accommodation for passengers.
Cargo taken on through Bills of Lading for Kuadat, Jesselton Labuan, Tawo and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

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s.s. "KWAISANG" will be despatched on or about **Saturday, 11th June,** at **Noon,** for SINGAPORE, PENANG & CALCUTTA

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Vessel	Due Hongkong
M.V. "GLENAVY"	21st June.
M.V. "GLENLUCE"	25th June.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENOGLE"	24th June	LONDON, ROTTERDAM & HAMBURG.
M.V. "GLENGYLE"	2nd July	GENOA, LONDON & HULL.

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Eleven steamers of 9,100 tons each deadweight.

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Twenty steamers of about 9,100 tons deadweight each.
Two steamers of about 6,400 tons deadweight each.
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87 No. 8, BUBB, KOBE.

SHIPPING NEWS

ARRIVALS.

June 9th.

Brielle, Dutch str., 4,503 tons, Capt. Kat, from Manila, with a general cargo.—J. C. J. L.

Chekiang, British str., 1,313 tons, Capt. Dillon, from Shanghai and Amoy, with a general cargo.—B. & S.

Chipshing, British str., 1,189 tons, Capt. J. F. Matthews, from Canton, with a general cargo.—J. M. & Co.

Delta, British str., 8,000 tons, Capt. H. R. Hetherington, from Singapore, with a general cargo.—Mackinnon Mackenzie & Co.

Ningchow, Chinese str., 313 tons, Capt. Kwok Shan, from Hoihow, with a general cargo.—Eastern Nav. Co.

Tatsuno Maru, Japanese str., 4,383 tons, Capt. M. Furuhashi, from Moji, with a general cargo.—N.Y.K.

Yangtsze, British str., 4,435 tons, Capt. T. W. Quin, from Singapore, with a general cargo.—B. & S.

June 10th.

Bansei Maru, Japanese str., 640 tons, Capt. Z. Mase, from Keelung, with coal.—Kimura.

Glenfalloch, British str., 1,434 tons, Capt. J. McKeller, from Singapore, with a general cargo.—Seng Soon Hong.

Halvard, Norwegian str., 1,008 tons, Capt. H. Johannessen, from Bangkok, with a general cargo.—Kin Tye Loong.

Hosei Maru, Japanese str., 887 tons, Capt. Matsumoto, from Canton, in ballast.—M. B. K.

Kaian Maru, Japanese str., 3,583 tons, Capt. H. Yamasta, from Dalny, with wheat and coal.—Nemazee.

Kweichow, British str., 1,212 tons, Capt. R. Ritchie, from Swatow, with a general cargo.—B. & S.

Simferopol, French str., 1,493 tons, Capt. A. Steinberg, from Keelung, with coal.—Russian Volunteer Fleet.

Taiyuan, British str., 1,495 tons, Capt. H. E. Hamilton, from Sydney and Manila, with frozen meat and a general cargo.—B. & S.

Taming, British str., 1,356 tons, Capt. J. D. Milne, from Manila, with a general cargo.—B. & S.

CLEARANCES.

June 10th.

Alinga, for Singapore.
Bansei Maru, for Canton.
Chekiang, for Canton.
Colombia, for Shanghai.
Delta, for Shanghai.
Glenfalloch, for Swatow.
Haiching, for Swatow.
Hupeh, for Swatow.
Hwahwa, for Chingwantao.
Kweichow, for Canton.
Kwaisang, for Singapore.
Ningchow, for Canton.
Nitto Maru, for Canton.
Providence, for Newchwang.
Tatsuno Maru, for Singapore.
Wingtang, for Manila.
Yangtsze, for Shanghai.

PASSENGERS.

ARRIVALS.

Per s.s. *Brielle*, on June 9th:—Mr. G. Roly, Mr. G. Ronke, Mr. Kommertel.

Per s.s. *Delta*, on June 10th:—Mr. and Mrs. Brearley, Mr. V. Sorby, Capt. W. Hudspeth, Mr. J. Hutchinson, Mr. and Mrs. Cashman, Mr. and Mrs. Hay, Mr. W. C. Murray, Mr. W. M. Armitt, Mrs. Dalgetty, Mr. and Mrs. Robertson, Major G. J. Chapman, Lt. and Mrs. Dodd, Lt.-Com. and Mrs. Owen, Surg.-Lieut. H. L. Guthrie, Lieut. G. P. Kidston, Lieut. S. M. Raw, Pay-Lieut. L. V. Webb, Sub.-Lieut. R. G. Wyndham, Mr. H. Jones, Mr. H. S. Sangwell, Mr. A. Webster, Mr. J. Anderton, Mr. J. Grearson, Mr. W. G. Garthwaite, Mr. J. B. Thomson, Mr. A. H. Oswich, Mr. D. Scott, Capt. T. Drever, Mrs. MacVeigh, Miss M. Douglas, Mrs. Moore, Mr. and Mrs. Sheel, Mrs. J. Cheshire, Mr. and Mrs. King, Miss Snowden, Miss Wetherall, Mr. J. H. P. Kinsey, Mr. E. Lewis, Mr. and Mrs. Jacobs, Capt. H. C. Edmunds, Capt. Kay-Menzies, Mr. and Mrs. Keay, Mr. A. E. Holmstrom, Mrs. A. C. Walker, Mr. W. C. Boys, Major and Mrs. Smith, Mr. T. Fox, Mr. and Mrs. Rickett, Mr. R. H. L. Dowbiggin, Mr. V. C. Lee, Commdr. W. B. Priston, Mr. G. C. F. Russell, Mrs. W. M. Andrew, Mr. M. Bennett, Mr. and Mrs. Gimson, Mrs. Cowie, Miss A. W. Garrod, Lieut. H. S. Squance, R.N., Mrs. G. Pereira, Mr. S. Pearean, Mr. J. G. J. Van Breda, Stoker P. O. Harry Russ.

DEPARTURES.

Per s.s. *Rakuyo Maru*, on June 10th: Miss Y. Canseco, Mr. and Mrs. W. J. Hinton, Mr. T. Mori, Mr. and Mrs. F. Oliver, Mr. V. Vergara, Mr. J. H. Wallace, Miss M. D. W. F. Gonsales, Mrs. D. R. Harbora, Mrs. A. Lizarraga.

Per s.s. *Atsuta Maru*, on June 10th:—Madame Schumann-Heink, Mr. F. Schumann, Mrs. Hoffmann, Mr. Geo. Morgan, Mr. D. Kydd, Mr. W. J. G. Whiley, Mr. and Mrs. Doblovolski, Capt. C. H. Butler, Mr. Hotchand, Mr. P. Mangatsam, Mr. Williams, Mr. J. M. Clerk, Mr. Kirk, Mr. and Mrs. S. Satch, Mr. and Mrs. W. O'Hara, Mr. and Mrs. C. Bouillion, Mr. T. N. Manners, Mr. D. D. Livingston, Mr. R. Dinsdale, Mr. and Mrs. F. H. de Vinney, Mr. and Mrs. O. B. Knurring, Mr. D. C. Wingate, Mr. H. Shiota, Mr. H. Freke, Prof. Tadrovitch, Mr. V. C. West, Miss E. G. U. Whieldon, Mrs. K. Yejiri, Mr. and Mrs. J. L. Gordon, Mr. and Schreder, Miss Schreder, Mr. and Mrs. F. G. Day, Mrs. Williams, Mr. and Mrs. C. A. Barker, Mr. Michaelson, Mr. F. J. Tommy, Mr. A. Michaelsen, Mr. M. Shiraishi, Mr. and Mrs. Z. Porebska, Mr. A. Zobel, Mr. S. Hattori, Mr. F. Sain, Mr. K. Urata, Miss E. Steward, Miss J. Airo, Mrs. S. Arai, Miss Curtis, Miss Bailey, Miss L. Lamond, Miss H. French, Miss M. Kryszylowicz, Mr. W. Kryszylowicz, Mr. Payle, Mr. Dodani, Mr. W. Sutcliffe, Mr. T. Thordjornsen, Mr. H. W. Coonradt, Mr. N. M. Nilsén, Mrs. Zyrtycka, Mr. and Mrs. Zbrycki, Mr. Tadrovitch, Mr. Tabbinski.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia* arrived at Nagasaki on June 9th, 3.30 p.m., left there yesterday, at 1 p.m., and is due at Shanghai to-day, noon.

The s.s. *Tulthybius* (Blue Funnel line) left Cebu on June 10th for Hongkong, and is due here on June 13th.

The s.s. *Rakuyo Maru* left yesterday, at noon, for Valparaiso, *viâ* Japan ports and San Francisco.

The China Mail Co.'s s.s. *Nanking* sailed from Shanghai on Thursday, June 9th, and may be expected to arrive at Hongkong at daylight to-day. She will sail for Manila on Monday, June 13th at 4 p.m.

The s.s. *Machaon* (Blue Funnel line) left Shanghai on June 9th for London, Rotterdam and Hamburg, and is due here on June 12th. She will sail, as above, on June 14th.

The N.Y.K. s.s. *Katori Maru* (American line) left Shanghai for Hongkong on June 9th, and is expected here on June 12th.

VESSELS EXPECTED.

Cyclops (Blue Funnel), due July 19th.
Empress of Russia, due at Hongkong, on June 17th, p.m.
Helenus (Blue Funnel), due June 30th.
Keemun (Blue Funnel), due July 27th.
Ixion (Blue Funnel), due June 22nd.
Katori Maru (N.Y.K.), due June 11th.
Kleist Maru (N.Y.K.), from London, due June 23rd.
Lycaon (Blue Funnel line), due June 19th.
Mentor (Blue Funnel line), due June 11th.
Nanking (China Mail), due June 11th.
Nikko Maru (N.Y.K.), from Sydney, due June 18th.
Nile (China Mail), due June 23rd.
Rangoon Maru (N.Y.K.), from Calcutta, due June 14th.
Teiresias (Blue Funnel), due July 10th.
Tenyo Maru (T.K.K.), due June 12th.
Tongtsze (Blue Funnel), due June 11th.
Yokohama Maru (N.Y.K.), due June 12th.

P. & O. NEW DIRECT CHINA-JAPAN SERVICE.

The current issue of the P. & O. Co.'s monthly circular states that a through fortnightly service of mail steamers from London is now in train for the conveyance of passengers, *viâ* Malta, Colombo and the Straits Settlements, to Hongkong, Shanghai, Kobe and Yokohama, and *vice versâ*. The line will be served chiefly by vessels of the *Khyber*, *Plassy* and *Dongola* class (8,000-9,000 tons). Freedom from the inconvenience of changing ships *en route* in conjunction with the superior arrangements of the newly assigned vessels as regards cabins and saloons will doubtless be appreciated by travellers. For the present there may be occassional gaps in the fortnightly service, as the great delay, arising from continued labour troubles, in reconditioning the larger mail steamers of the company's fleet prevents the complete release from the India mail service of the steamers of the class above-named which are required fully to establish the direct China-Japan Line now projected.

JAPAN'S MERCANTILE MARINE.

At the end of April last there were 787 steamers of not less than 1,000 tons gross each, totalling 3,677,924 tons gross, according to the returns of the Department of Communications. Compared with the figures for the preceding month, the latest returns show an increase of 3 in number and 18,356 in gross tonnage. Particulars show:—

Route.	Number.	Gross Ton.
Coasting	214	438,738
Vladivostock region	11	25,633
Korea region	23	38,775
North China	67	151,541
Central China	31	78,322
Formosa	15	53,131
South China	38	93,702
Yangtze	12	30,345
Taiyoko	7	22,861
Java	20	75,504
Straits Settlements	31	8,635
India	46	191,648
Australia	13	59,981
Europe	70	412,946
East Coast of North America	31	188,925
Central America	9	47,601
East Coast of South America	14	81,858
West Coast of South America	9	57,092
West Coast of North America	29	242,420
Under charter to foreigners	29	90,795
Tied up	51	143,568
Under repairs	18	64,674
Aground	1	1,216

The above figures, compared with the preceding month, show an increase of 3,367 tons in vessels chartered to foreigners, of 9,598 tons in those tied up, and of 32,678 tons in ships allotted to the North China lines, while there is a decrease of 48,074 tons in vessels on the run to the east coast of North America and of 30,180 tons in the vessels operating in the direction of India.

WEATHER REPORT.

June 10th, at 12 19.—Pressure has decreased slightly from Shanghai to Weihaiwei. It has increased slightly in other district.

The depression over the Paracels is not so marked this morning.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.03 inches. Total since January 1st, 47.38 inches against an average of 26.41 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast
Hongkong to Gap Rock	Light variable winds, fair.
Formosa Channel	The same as No. 1.
South coast of China between Hongkong and Lamocks	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

CANADIAN PACIFIC

TRANS-PACIFIC — TRANS-ATLANTIC

HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, (*Moji), Kobe, Yokohama, Vancouver & Montreal.

Pacific Steamer	From Hongkong	Due Vancouver	Atlantic Steamer	From Canada	Due Liverpool
* Montcalm	June 14	July 8	Metagama	July 15	July 24
E. Russia	June 23	July 11	E. France	July 19	July 26
E. Japan	July 13	Aug. 3	E. France	Aug. 13	Aug. 19
E. Asia	July 21	Aug. 8	E. France	Aug. 13	Aug. 19
E. Russia	Aug. 18	Sept. 5	E. Britain	Sept. 10	Sept. 16
* Montcalm	Aug. 23	Sept. 16	Melita	Sept. 23	Oct. 1
E. Asia	Sept. 15	Oct. 3	E. France	Oct. 18	Oct. 25
E. Japan	Sept. 20	Oct. 11	E. France	Oct. 18	Oct. 25

Other Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Havre.

Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Transcontinental Trains Daily.
Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.
Hongkong Office. Telephone, 752. Cable Address GACANPAC. [48

PACIFIC MAIL S.S. CO.

TRANS-PACIFIC SERVICE.

Freight and Passenger

For SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA and HONOLULU; and for BALTIMORE via LOS ANGELES, MANZANILLO, SAN JOSE, LA LIBERTAD, CORINTO, BALBOA, CRISTOBAL, KINGSTON & HAVANA.

AMERICAN STEAMERS.

"COLOMBIA" ... ... sailing at Noon, June 11th, 1921.
"ECUADOR" ... ... sailing Aug. 10th, 1921.

Apply to

PACIFIC MAIL S.S. CO.
Hotel Mansions, Hongkong.
Telephone No 141. Cable Address "SOLANO" [929

PACIFIC MAIL S.S. CO.

MANAGING AGENTS, U.S. SHIPPING BOARD.

TRANS-PACIFIC SERVICE

Freight and Passenger.

For SAN FRANCISCO via SHANGHAI, JAPAN PORTS and HONOLULU

AMERICAN STEAMERS

	From Hongkong.	Due San Francisco.
"GOLDEN STATE"	July 6th.	July 22th.

SHANGHAI-CALCUTTA SERVICE

Freight Only

For SHANGHAI

"LAKE GILPEN" ... ... Sailing daylight Monday, 13th June.

MANILA-EAST-INDIA SERVICE

Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBO.

Monthly Sailings.

ROUND THE WORLD SERVICE

Freight Only, Monthly Sailing

San Francisco to Yokohama, Kobe, Dairen, Tientsin, Shanghai, Manila, Saigon, Singapore, Calcutta, Colombo, Bombay, Alexandria, Bizerta, Marseilles, Barcelona, the ce Baltimore, Norfolk, Cristobal, Los Angeles and San Francisco.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL SS. CO.
Telephone 141. Cable Address "SOLANO." Hotel Mansions, Hongkong.

CHINA MAIL S.S. CO., LTD.

INCORPORATED IN U.S.A.

FIRST FREIGHT AND PASSENGER STEAMERS

"NANKING" "NILE" "CHINA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG to SAN FRANCISCO
via Shanghai, Japan Ports and Honolulu

S.S. "NANKING" June 25th — S.S. "NILE" July 15th — S.S. "CHINA" Aug. 9th

HONGKONG to MANILA

S.S. "NANKING" June 13th

HONGKONG to SINGAPORE

S.S. "NILE" June 25th — S.S. "CHINA" July 22nd

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada also

Cargo accepted on Through Bills of Lading for transhipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SHERIDGE, Freight & Passenger Agent.
Prince's Building, Ice House Street.
Telephone, Passenger Dept. No. 1934. Tel. Freight Dept. & Agent. No. 2161.

T. K. K.

TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

via Shanghai, The Inland Sea, Japan & Honolulu

"The Pathway of the Sun."

Steamers	Tons	Leave Hongkong
† SIBERIA MARU	9,000	June 13th.
TENYO MARU	10,000	June 21st.
KOREA MARU	9,500	July 1st
SHINYO MARU	12,000	July 16th.
* PERSIA MARU	9,000	July 30th, at 10.30 A.M.
TAIYO MARU	12,000	Aug. 12th

* Omitting call at Shanghai.
† Calling at Dairen instead of Nagasaki.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

via Japan, Honolulu, Hilo, San Francisco, San Pedro, Santa Cruz, Balboa, Callao, Mollendo, Arica & Iquique

Thence by Trans-Andean Route to Buenos Aires.

Steamers	Tons	Leave Hongkong
RAKUYO MARU	17,500	June 10th.
* CHOYO MARU	—	July 19th.

* Cargo only

For full information regarding passengers freight and sailings, apply to—

Y. TSUTSUMI, Manager.
King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:
Messrs. T. E. GRIFFITH, LTD. [34

STRUTHERS & DIXON, Inc.

GREEN STAR LINE.

Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.

To LOS ANGELES & SAN FRANCISCO (via HONOLULU)
"West Carmona" ... ... 17th June.
To VANCOUVER & SEATTLE (via MANILA)
"West Ivis" ... ... 25th June
Also cargo accepted for Transhipment at San Francisco and/or Seattle to weekly sailings for
NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK, BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.
HONGKONG OFFICE:—1st floor, Powell's Building, 12, Des Voeux Rd., Tel. 3006. [451

KONINKLYKE PAKETVAART MAATSCHAPPY.

(Royal Packet Navigation Co. of Batavia)

The Steamship

"VAN CLOON"

will be despatched to

SINGAPORE & BELAWAN-DELI, Direct.

28th June

This vessel offers excellent cabin accommodation for saloon passengers.

Single and double cabins.
Wireless Telegraphy.

For Freight and passage apply to:—

JAVA-CHINA-JAPAN-LYN,
Telephone No. 1574. Agents. 78

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

JAPAN, HONGKONG & JAVA.

FOR JAVA.

Ports of call:—Batavia, Samarang, Soerabaya, Macassar and Balikpapan.

S.S. "CHERIBON MARU" ... ... sailing on or about 4th July.

FOR JAPAN.

Ports of call:—Moji, Kobe, Osaka and Yokohama.

S.S. "MACASSAR MARU" ... ... sailing on or about 26th June
S.S. "SAMARANG MARU" ... ... sailing on or about 17th July.

For further particulars please apply to:—

K. SUZUKI, Manager,
No. 5, Queen's Road Central. [767

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers

For BOSTON and NEW YORK

For Freight and full particulars apply to—

FURNESS, (FAR EAST) LIMITED,
Telephone 2165. St. George's Building
Telegrams "Furaprince." [1

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

s.s. "OCEAN MONARCH" ... ...via Suez ... ... 5th July.

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LOND ON, PORT ELIZABETH & CAPE TOWN direct or with transhipment at CALC UTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.,
Managing Agents.

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"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.

LONDON, GLASGOW, ROTTERDAM & HAMBURG

s.s. "CITY OF BRISBANE" ... 10th July.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.,
General Agents.

or to Russ & Co. CANTON.

23

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE,

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.N. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.

Sailings from Hongkong.

*	"CITY OF MADRAS"	via Suez Canal	13th June
*	"DRUCALION"	via Suez Canal	5th July.
*	"CITY OF NORWICH"	via Suez Canal	13th July

* Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. REISS & CO., CANTON.

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C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail	
SHANGHAI & TSINGTAO ...	"CHENAN"	On 12th June.	D'light.
SWATOW and BANGKOK ...	"CHUSAN" ...	On 14th June,	10 A.M.
SHANGHAI & HULL	"CHEKIANG" ...	On 14th June.	Noon.
WUHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW" ...	On 14th June,	4 P.M.
AMOY, MANILA, CEBU & ILOILO	"TAMING"	On 14th June,	4 P.M.
SHANGHAI	"SUNNING" ...	On 16th July,	Noon.
SHANGHAI & TSINGTAO ...	"YINGCHOW" ...	On 18th June,	4 P.M.
NEWCHWANG	"POATING" ...	On 8th June,	4 P.M.
SOOCHOW, PAKHOI & HONG	"KAIFONG" ...	On 19th June,	9 A.M.
SHANGHAI & YUKOW	"SHANTUNG" ...	On 21st June,	Noon.

☞ SHANGHAI LINE—PASSENGER, MAILS and CARGO. Excellent Saloon accommodation Amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

☞ BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

TELEPHONE 38. BUTTERFIELD & SWIRE, Agents. 4

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

Occupying 9 to 10 Days.

"HAILOONG"	Capt. W. Cooper	TUESDAY,	June 14th, at 12 Noon.
"HAIHONG"	Capt. W. C. Passmore	FRIDAY,	June 17th, at 12 Noon.
"HAICHING"	Capt. A. H. Stewart	TUESDAY,	June 21st, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

P. & O. - British India Apear and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"PLASSY"	7,346	14th June	Marseilles, London & Antwerp
"DONERA"	5,400	18th June	Singapore, Colombo & Bombay
"DELTA"	8,000	25th June	Marseilles, London & Antwerp
"SYRIA"	7,000	23rd July	do.
"KALYAN"	9,000	6th Aug.	do.
"KASHMIR"	9,000	19th Aug.	do.
"KHYBER"	9,000	2nd Sept.	do.

BRITISH INDIA - APCAR SAILINGS (South)

"TANDA"	6,956	16th June	Calcutta via S'pore P'ang & B'goon

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,500	26th June	Sandakan, Thursday Island
"KANOWNA"	7,000	25th July	Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"DELTA"	8,000	11th June Noon.	Shanghai only.
"SYRIA"	7,000	25th June.	Shanghai & Japan.
"KALYAN"	9,000	5th July.	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.

1st Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels Measuring not more than 2½ ft. x 2 ft. x ⅔ will be received at the Company's Office up to NOON on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents. [1

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.
"SIAM MARU" ... Friday, 24th June

BUENOS AIRES—RIO DE JANEIRO, SANTOS, MAURITIUS DURBAN & CAPE TOWN via SINGAPORE. PASSENGER SERVICE
"CANADA MARU" ... Tuesday, 14th June

BOMBAY & COLOMBO—Regular fortnightly service via Singapore
"KASADO MARU" ... Wednesday, 29th June.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular monthly service
"SHISEN MARU" ... Friday, 1st July.

SYDNEY & MELBOURNE. Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Dairen. Regular fortnightly passenger service touching at intermediate ports in Japan, taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.
"ALABAMA MARU" ... Thursday, 16th June
"ARIZONA MARU" ... Wednesday, 20th July.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.
HAGUE MARU" ... Thursday, 23rd June

NEW ORLEANS LINE via SUEZ.

JAPAN PORTS—Moji & Kobe

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.
"KAIJO MARU" ... Sunday, 12th June.

TAKAO via SWATOW & AMOY
"SOSHU MARU" ... Thursday, 16th June

For sailing dates and further particulars please apply to—

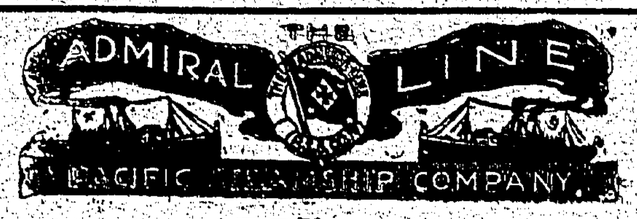
Y. YASAUDA, Manager,
Tel. Nos. 744 & 745 No. 1 Queen's Building. 130

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"TAIYUAN"	SAILING SUBJECT TO ALTERATION	16th June, 4 P.M.

This Steamer is fitted with Refrigerating Machinery, cunning a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports



Operating the following U.S. Shipping Board Steamers.

PASSENGER AND FREIGHT SERVICE.

FOR VICTORIA, VANCOUVER, SEATTLE

(Calling Shanghai & Japan Ports).

	From Hongkong	Arrive Seattle
S.S. "ELDRIDGE" ...	... June 20th	July 15th.
S.S. "WENATCHEE" ...	... July 25th	Aug. 18th.
S.S. "KEYSTONE STATE"	... Aug. 3rd	Sept. 1st

FOR PORTLAND DIRECT

(Calling at Shanghai, Kobe & Yokohama).

S.S. "PAULET"	June 15th.
S.S. "COMET"	July 22nd

Through Bills of Lading issued to Overland Common points.
Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor, Hotel Mansions. [71

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON—SINGAPORE—BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

S.S. "GLYMONT"	Sailing June 20th.
S.S. "CADARETTA"	Sailing July 6th.

FREIGHT ONLY.

FOR SAIGON—SINGAPORE—JAVA PORTS.

S.S. "LAKE FARRAR"	Sailing June 20th.
S.S. "LAKE ONAWA"	Sailing Aug. 3rd.

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

OFFICES

5TH FLOOR, HOTEL MANSIONS, TELEPHONE 2477 & 2478. | PASSENGER OFFICE, QUEEN'S BUILDING, 2, ICE HOUSE ST.

[432

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama

S.S. "WINYAH" ... ... to NEW YORK June 11th.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.,

THE ADMIRAL LINE,

TELEPHONE	AGENTS.	5TH FLOOR
2477 & 2478.		HOTEL MANSIONS.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATES
SHANGHAI, KOBE & YOKOHAMA	"PORTHOS" ... 20,000 ...	On or about 16th July
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT-SAID	"PAUL LECAT" ... 20,000	On or about 2nd June

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER,
Acting Agent,
Queen's Building.

Telephone 740

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

"VICTORIA" June 24th.

For Freight and Passage, apply to—

YAMASHINA & AUSTRALIA S.S. CO., LTD.
Agents.

POST OFFICE NOTICE

INWARD MAILS.

From	Per	Due
Shanghai	*Sinkiang* ...	11th inst.
U.S.A. Japan and Shanghai	*Nanking* ...	11th inst.
Straits	*Yokohama Maru*	12th inst.
Japan and Shanghai	*Katori Maru*	12th inst.
Manila...	*Tenyo Maru* ..	13th inst.
Straits	*Rangoon Maru* ..	13th inst.
Shanghai	*Sunning* ..	13th inst.
Australia and Manila	*Nikko Maru*	16th inst.
Shanghai	*Paul Lecat*...	22nd inst.

OUTWARD MAILS.

For	Per	Date.	
Swatow and Amoy	*Glenfalloch* ..	Saturday,	11th, 8.00 A M
Tientsin	*Chinkaing* ..	Saturday,	11th, 10.00 A M
Shanghai, and North China	*Delia*	Saturday,	11th, 10.00 A M
*Shanghai, and *North China	*Brielle*	Saturday,	11th, 10.00 A M
Straits, *Bangkok, Calcutta & Aden ..	*Kwaising*	Saturday,	11th, 10.00 A M
Hoihow	*Pak Wo* ..	Saturday,	11th, 10.00 A M
*Shanghai and *N. China	*Yangtsze* ...	Saturday,	11th, 10.00 P M
Straits, *Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Bombay and Aden ...	*Tatsuno Maru*	Saturday,	11th, 10.00 A M
Shanghai North China, Japan, Honolulu, *Canada, U.S.A., Central and South America and *EUROPE via SAN FRANCISCO	*Columbia* ...	Saturday, Registration ... Letters	11th. 9.45 A M ...10.30 A M
*Shanghai and *North China	*Chenan*	Saturday,	11th. 5.00 P M
Shanghai, North China, Dairen, Japan, Honolulu, *Canada *U.S.A. *Central and *South America, and *EUROPE via SAN FRANCISCO	*Siberia Maru*	Saturday, Registration ... Letters	11th. 5.01 P M ... 5.30 P M
Shanghai and North China	*Lake Gilpen* ...	Sunday,	12th, 9.00 A M
Swatow, Amoy and Keelung	*Kaijo Maru*	Sunday,	12th, 9.00 A M
Philippine Islands	*Nanking*	Monday,	12th, 3.00 P M
Weihaiwei, Chefoo and Tientsin ...	*Kweichow*	Monday,	13th, 3.00 P M
Swatow	*Hydrangea*	Monday,	13th, 3.30 P M
*Swatow and Bangkok	*Chusan* ...	Tuesday,	14th, 9.00 A M
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Aden, Egypt, & EUROPE via MARSEILLES ... ... The Parcel Mails will be closed on Monday, 13th, inst., at 5 P.M. ...	*Plassy* ...	Tuesday, Registration ... Letters	14th, 8.45 A M ... 9.30 A M
*Shanghai and *North China	*Tsibodas*	Tuesday,	14th, 10.00 A M
*Shanghai and *North China ...	*Chekiang* ...	Tuesday,	14th, 10.00 A M
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Egypt, and EUROPE via LONDON	*Machaon* ..	Tuesday, Registration ... Letters	14th, 9.15 A M ...10.0 A M

* Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE
(DIRECT).

"MACHAON"	13TH JUNE	London, Rotterdam & Hamburg.
"ANCHISES"	21ST JUNE	London, Amsterdam & Hamburg.
LAOMEDON"	13TH JULY	London, Rotterdam & Hamburg.
"MENTOR"	19TH JULY	London, Amsterdam & Antwerp.
"TEUCER"	11TH AUG	London, Rotterdam & Hamburg.

LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS).

"OANFA"	18TH JUNE	Ms'lles, Havre, L'pool & G'gow.
"EURYDAMAS"	10TH JULY	Genoa & Liverpool
"YANGTSZE"	20TH JULY	M'lles, Havre, L'pool & G'gow.
"AGAMEMNON"	26TH JULY	Genoa & Liverpool.

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

"TALTHYBIUS"	15TH JUNE.	Victoria, Seattle & Vancouver.
TYNDAREUS"	6TH JULY.	
"PROTESILAUS"	3RD AUG.	

NEW YORK SERVICE
(VIA SUEZ OR PANAMA).

"DEUCALION"	3RD JULY	via Suez

HOMEWARD PASSENGER SERVICE

ANCHISES"	21ST JUNE	for London.
MENTOR"	19TH JULY	for London.
"TEIRESIAS"	16TH AUG.	for London.
"ASCANIUS"	30TH AUG.	for Liverpool.

FOR FREIGHT AND ALL INFORMATION APPLY TO—

BUTTERFIELD & SWIRE,
AGENTS.

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HONGKONG TIDE TABLE.

From June 11th to 17th, 1921.

Days of Week	Day of Month	High Water H'kong Standard Time.	Height	Low Water H.kong Standard Time.	Height
		h. m.	ft. in	h. m.	ft. in
Satur.	11	m 2 20	4 3	m 6 5	3 3
		0 49 a	6 6	8 12 a	1 0
Sun.	12	m 3 20	4 5	m 7 19	3 5
		2 8 a	5 9	9 12 a	1 4
Mon.	13	m 4 15	4 8	m 9 7	3 6
		3 38 a	5 3	10 13 a	1 9
Tues.	14	m 5 5	5 1	m 11 8	3 3
		4 59 a	4 9	11 9 a	2 2
Wed.	15	m 5 50	5 5	0 27 a	2 6
		6 17 a	4 5	11 56 a	2 4
Thur.	16	m 6 31	5 9		
		7 33 a	4 4	1 23 a	2 0
Fri.	17	m 7 9	6 3	m 0 36	2 6
		8 20 a	4 3	2 9 a	1 5

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

WATER LEVELS IN ENGLISH FEET AT 10 A.M.

Place of Observation.	Highest W.L. over recorded Feet.	Lowest W.L. over recorded Feet.	1921. W.L. June 4 Ft.	1921. W. L. June 9 Ft.
Wuchow W. River	+79.50	—2.24	*39.00	—
Kongmoon W. River	+14.70	—0.80	7.50	9.20
Linkonghow N. River	+57.00	—	33.50	42.00
Samshui N. River	+27.25	—5.00	13.80	17.60
Sheklung E. River	+15.15	—0.68	6.93	6.95

*31.0 feet on the 7th of June.

THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

COMMERCIAL

OPENING QUOTATIONS.

	June 10th.
On London.—	
Telegraphic Transfer	1/6⅞
Bank Bills, on demand	1/6⅛
Bank Bills, at 30 days sight	—
Bank Bills, at 4 months' sight	2/7½
Credits, at 4 months' sight	2/8⅛
Documentary Bills, 4 months' sight	2/9
On Paris.—	
Bank Bills, on demand	635
Credits, 4 months' sight	665
On New York.—	
Bank Bills, on demand	43⅝
Credits, at 60 days' sight	51⅛
On Bombay.—	
Telegraphic Transfer	—
Bank Bills, on demand	198
On Calcutta.—	
Telegraphic Transfer	—
Bank Bills, on demand	198
On Shanghai.—	
Bank Bills, at sight	—
Private, 30 days' sight	—
On Yokohama.—On demand	100
On Manila.—On demand—Pesos	113
On Singapore.—On demand	111
On Batavia.—On demand	147½
On Haiphong.—On demand	nom.
On Saigon.—On demand	—
On Bangkok.—On demand	81½
Sovereigns, Bank's Buying Rate	$ 7.61 n
Gold Leaf 100 fine, per tael	$50.40
Bar Silver per oz.	35½

HONGKONG AND SHANGHAI BANKING CORPORATION.

Hongkong Head Office.

Paid-up Capital $15,000,000
Reserve Funds:—
Sterling £2,500,000
Silver $31,500,000
Reserve Liability of Proprietors $15,000,000

Court of Directors:
G. T. M. Eckins, Esq.—Chairman.
G. M. Donwell, Esq.—Deputy Chairman.
D. G. M. Bernard, Esq. | E. V. D. Farr, Esq.
A. S. Gubbay, Esq. | W. L. Pattenden, Esq.
Hon. Mr. P. H. Holyoak | J. A. Plummer, Esq.
Hon. Mr. A. O. Lang | H. P. White, Esq.

Chief Manager:
Hon. Mr. A. G. Stephen.

Manager: Hongkong—A. H. Barlow, Esq.
Acting Manager: Shanghai—G. H. Stitt, Esq.

London Bankers:
LONDON COUNTY WESTMINSTER & PARR'S BANK, LTD.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

Hongkong, May 31st, 1921. [8

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the Hongkong & Shanghai Banking Corporation,
A. G. STEPHEN,
Chief Manager.

Hongkong, December 29th, 1920. [9

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1853.
Head Office—London.

Paid-up Capital £3,000,000
Reserve Fund £3,600,000
Reserve Liability of Proprietors ... £3,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Acting Manager.

Hongkong, March 30th, 1921. [50

BANQUE INDUSTRIELLE DE CHINE.

(FRENCH BANK.)

Subscribed Capital ... Frs. 150,000,000
Paid Up Capital ... ... F. 75,000,000
Reserve Funds ... ... F. 60,000,000
Deposits ... ... F. 835,000,000
The Chinese Government Owns one-third of the Capital.

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.

BRANCHES:

Lyon	Hongkong	Yunnanfu
Marseilles	Hanoi	Vladivostock
Peking	Singapore	Foochow
Shanghai	Canton	Swatow
Tientsin	Saigon	Yokohama
Hankow	Haiphong	Moukden
New York	London	Antwerp
Bordeaux	Tsinanfu	Pnom-Penh
Batavia.		

BANKERS:
In FRANCE: Société Général pour favoriser le Development du Commerce et de l'Industrie en France.
In LONDON: London Joint City & Midland Bank, Ltd.
In SAN FRANCISCO: Crocker National Bank.
Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French Exchange.

M. MONTARGIS,
Manager.

Hongkong, January 20th, 1921. 56

THE MERCANTILE BANK OF INDIA, Limited.

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital £3,000,000
Subscribed Capital £1,800,000
Paid-up Capital £1,050,000
Reserve Fund £1,100,000

BANKERS:
The Bank of England,
The London Joint City & Midland Bank, Ltd.

BRANCHES:

Bombay	Hongkong	Kuala Lumpur	Rangoon
Calcutta	Howrah	Madras	Shanghai
Colombo	Kandy	New York	Singapore
Delhi	Karachi	Penang	
Galle	Kota Bhara	Port Louis (Mauritius).	

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits, at rates that may be ascertained on application.

O. L. SANDES,
Manager.

7, Queen's Road Central,
Hongkong, April 26th, 1921. [43

BANQUE DE L'INDO-CHINE.

(FRENCH BANK).

Head Office: 15bis Rue Laffitte, Paris.

Subscribed Capital ... Frs. 72,000,000.00
Paid-up Capital ... Frs. 68,400,000.00
Reserves Funds ... Frs. 69,567,203.54

BRANCHES:

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Priom-Penh	
Hanoi	Pondichery	

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de Paye-Bas; Crédit Industriel et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd., Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

V. MARSOT,
Acting Manager.

Hongkong, November 1st, 1920. 66

THE BANK OF CHINA.

中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital $60,000,000.00
Paid-up Capital 12,279,800.00
Reserve Funds 7,796,022.00

HEAD OFFICE.—PEKING.
HONGKONG BRANCH:—20-21, Connaught Road Central. Branches and Sub-branches all over China, and Correspondents in Japan, New York, San Francisco, Singapore and Manila.
London Bankers:—The National Provincial and Union Bank of England, Ltd.
The Guaranty Trust Company of New York.
New York Bankers:—The Irving National Bank.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:—
For 3 months, 3 per cent. per annum
For 6 months, 4 per cent. per annum.
For 12 months, 5 per cent. per annum.

TSUYEE PEI,
Manager.

Hongkong, February 7th, 1921. 73

THE BANK OF TAIWAN, Limited.

(Taiwan Ginko).

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ... ... Yen 60,000,000
Capital (Paid-up) ... ... ,, 45,000,000
Reserve Funds ... ... ,, 9,630,000

HEAD OFFICE:—TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Karenko, Koelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tokyen, Aku.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

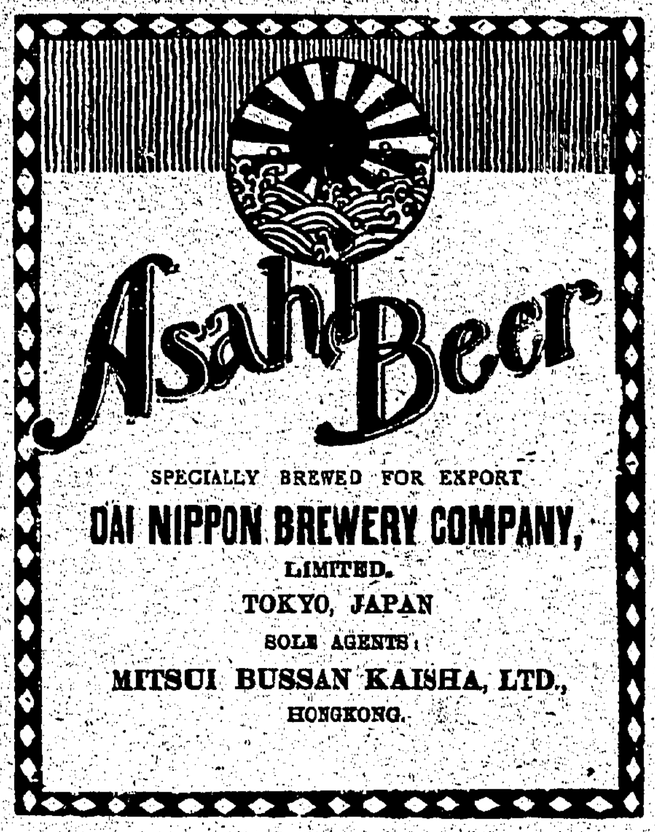
LONDON BANKERS:
London County Westminster and Parr's Bank.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH
Manager.

Hongkong Branch,
3, Des Voeux Road Central,
Hongkong, September 1st, 1920. [d



WATERHOUSE LINE.

REGULAR TRANS-PACIFIC FREIGHT SERVICE
Operating U.S. Shipping Board Steamers
Between
SEATTLE—TACOMA—VICTORIA—VANCOUVER
and China, Japan and Philippine Island Ports.

"WEST IVAN" ... ... 25th June.

Further sailings to be announced later. Through Bills of Lading issued to all Overland Common points in U.S. and Canada.

For rates and full particulars apply to—

FRANK WATERHOUSE & COMPANY,
22 4th Floor, Princes' Buildings Telephone 1062

ASIA BANKING CORPORATION
(AN AMERICAN BANK).

Capital ... ... U.S. $4,000,000
Surplus and Undivided Profits ... ... U.S. $1,489,000

Head Office: NEW YORK. Branch: SAN FRANCISCO.

Head Office for the Orient,
SHANGHAI
Branches:
CANTON HANKOW MANILA TIENTSIN
CHANGSHA PEKING SINGAPORE

D. M. BIGGAR,
Manager.

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THE CHINA SPECIE BANK, LTD.

HEAD OFFICE:
St. George's Building, Hongkong.

Chairman of Board of Directors
Mr. WONG SHIU HAM.

Chief Manager... ...Mr. L. S. Holum.
Asst. Manager... ...Mr. K. T. Woms.
Hongkong Manager Mr. L. P. Allen.

Foreign exchange and General Banking business transacted.

Current, Savings, and Fixed Deposits bear interests at rates of 2 per cent., 4 per cent and 5 per cent. per annum, respectively.

L. S. HOLUM
Chief Manager.

Hongkong, October 2nd, 1920. [119

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office:—4, Des Voeux Road Central.
Hankow Branch—Fanoff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear Interest at Rates 2 per cent., 4 per cent., 5 per cent. respectively.

Inquiry on our SPECIAL SERVICE will be welcome.

J. URANG LY,
Manager.

Hongkong, July 7th, 1919. [90

THE BANK OF EAST ASIA, Limited.

HEAD OFFICE:—
No. 2, Queen's Road Central, HONGKONG
Established 1918.

PAID-UP CAPITAL $2,000,000.00
RESERVE FUND 500,000.00

DIRECTORS:
Mr. Pope Wai Ting, Chairman.

Mr. Chow Shou Son,	Mr. Kan Ying Po,
Mr. Li Koon Chun,	Mr. Mok Ching Kong,
Mr. Tang Ping Shan,	Mr. Wong Yan Tong,
Mr. P. E. Kwok,	Mr. Chan Ching Shi,
Mr. Ng Chung Lak,	Mr. Kan Chia Ham.

Chief Manager ... Mr. Kan Tong Po,
Asst. Manager ... Mr. Li Tse Fong

BRANCHES & AGENCIES—

LONDON	NEW YORK
SHANGHAI	SAN FRANCISCO
KOBE	YOKOHAMA
NAGASAKI	SAIGON
SINGAPORE	PENANG.
TIENTSIN	HANKOW
MANILA	BATAVIA
SAMARANG	SOURABAYA

London Bankers:—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum on Savings Account 3 per cent. per annum, and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3½ per annum.
For 6 months at the rate of 4½ per annum.
For 12 months at the rate of 5½ per annum.

KAN TONG PO,
Chief Manager.

Hongkong, October 1st, 1920. 81

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